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WELCOME TO THE AUGUST ISSUE!

“ Welcome to the August issue of *Fast Ford* everybody! By this point you'll have no doubt already seen that on the cover this month we have a very special, very rare, and indeed very fast Ford, in the shape of Paul Linfoot's awesome ex-DTM Sierra Cosworth RS500.

This car is a genuine piece of motorsport history, being driven by famed DTM Champ Manuel Reuter back in 1988, and also alleged to be built by none other than the legendary Eggenberger team - the same outfit behind the all-conquering Texaco-liveried 'works' machines.

In fact, as I was writing the feature I found myself getting so intrigued by the car's previous life that I spent hours and hours digging up as much info as I could to go with Paul's already comprehensive history of the car so we could piece together a detailed picture of the car's past. It's really quite interesting, and you can read all about it on page 30.

Sticking with the late '80s and early

'90s we also have an RS Turbo-powered Escort RS1600i, and a stealthy standard-looking Mk3 Fiesta capable of 12-second quarter-mile passes thanks to a turbo'd Zetec under the bonnet!

It's not all about the old school this month though. The track-ready Focus RS and Focus ST of John Wilson and Will

Robson on page 44 show that

modern Fords are just as fast!

And the bang up to date Mk7 Fiesta ST on page 10 proves that the Ford tuning scene is just as strong as it always has been, with Pumaspeed's demo car now producing 300bhp!

We also look at three more modern machines in the 3 of a kind feature, concentrating on the best sporty diesel-powered Fords around.

The summer show season is well and truly under way now too, and this month you'll find full reports from the Classic Ford Show, Castle Combe's Spring Action Day, and the multi-forum Ford meet at Squires Cafe.

It's a busy mag this month, I hope you enjoy reading it!

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RED ROCKET

Words: Jarkle
Photos: Chris Wallbank

Pumaspeed have spent the last year painstakingly developing their 300bhp upgrade for the Mk7 Fiesta ST, and the results are nothing short of spectacular...

The Mk7 Fiesta ST has carved itself out a reputation as being one of the best hot hatches out there, a fantastic showcase for Ford's engine technology and its ability to develop a mass production car that manages to be both supple and superb to drive on the limit. There's only one problem – power. OK so the standard car is certainly no slouch, with its 180bhp jumping to a much more respectable 197bhp when the overboost kicks in, but it's always been hard to escape the feeling that Ford didn't go far enough with the ST. The chassis is so precise and its brakes so responsive that we can't help but think the ST could've handled well over 200bhp without breaking a sweat, possibly even more with some suitable upgrades along the way.

Luckily the UK aftermarket tuning scene took the Mk7 ST to its heart almost instantly, and there have been a plethora of tuning packages available for a number of years now. These offer everything from mild increases in power and torque, to staggering jumps in performance that totally change the nature of the Fiesta itself and make you question the value in actually buying the larger, more expensive Focus.

The Mk7 you see here is the result of Pumaspeed, a tuning firm who will need little introduction to



DRIVER SPEC

TONY MCQUIRE

Job: Pumaspeed head honcho**First Ford:** Mk2 Escort**Favourite Ford:** My Mk2 Focus RS (470bhp, low lag)**Toughest part of the build:**

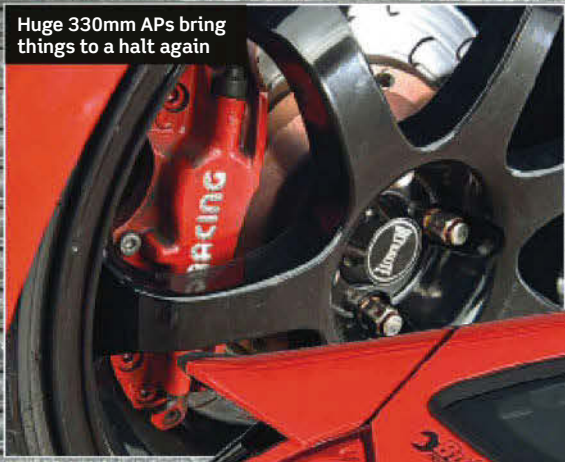
Developing the unique parts, like the 4th and 5th generation turbos and the MAXD calibration file.

Best part of the build: Watching my 18 year old son develop his skills in car building, then watching him keep up with a Nissan GT-R around Croft!

This demo car gets used in anger on a regular basis!



Huge 330mm APs bring things to a halt again



Track-spec towing eye shows where this car spends most of its time



The front half of the interior remains largely as Ford intended

anyone who's been around the tuned Ford scene for any length of time. The car itself is also fairly well known as it's their demo car, hence why it's been up Santa Pod's hallowed quarter-mile more times than we've had hot dinners and been thrown round some of the UK's most demanding circuits. We spoke to Simon and Tony at Pumaspeed to learn more about the car and how it's evolved over the last year.

"This car is actually the result of several different demo Fiestas and a year's worth of careful development," explains Simon. "We always had one eye on the magic 300bhp figure, but to get there we took the car through distinct different levels of tune."

Stage 1 gave 218bhp with a

mild remap and some induction work, while Stage 2 netted 243bhp and 362nm – and all retained the standard Ford turbo. The next level, jumping from Stage 2 to full-fat Stage 3, makes use of a more manly blower to produce the increased power figures. It also requires a fair few hardware upgrades too, though it's important to remember that the internals of the 1.6 EcoBoost remain totally untouched. The impressive power is achieved through careful mapping, turbo optimisation and accompanying fueling and cooling upgrades.

The car now runs one of Pumaspeed's own X-27 fifth generation hybrid turbos – a quick-spooling unit that boasts larger internals,

"We always had one eye on the magic 300bhp figure"

Milltek 'Race' exhaust makes a lovely noise!

Sparco buckets replace the standard seats



“The real power comes from that X-27 hybrid turbo, one of our ‘quickspool’ tubular manifolds, and the MAXD Stage 3R map”



R-Sport crossover pipe is a popular Pumaspeed product



Little details lift the appearance of the engine bay

➤ a custom compressor wheel, and, significantly, still retains the standard sized housings. This means that though it's capable of flowing a much higher volume than the OE unit, it still fits perfectly within the confines of the Fiesta engine bay.

“The real power comes from that X-27 hybrid turbo, one of our ‘quickspool’ tubular manifolds, and the MAXD Stage 3R map – software that really manages to get the most from the Fiesta ST’s 1.6 engine,” Tony enthuses.

That this buzz-bomb of a hatchback now packs a 300bhp punch (can you imagine telling that to your average XR2 buyer circa 1987?) is impressive, but it's the fact that it's managed to handle over 100bhp more than it was designed to deal with without any real drama that truly

underlines just how capable the ST is. In fact the only aspect of the car's drivetrain that's needed a bit of a helping hand has been the clutch, which started to show signs of strain soon after the jump to stage 3 and has since been replaced with a Pumaspeed six-paddle unit instead.

Now the ST's chassis has long been praised as one of the best in its class, offering fantastic turn in, sharp response, and confidence-inspiring road holding, all traits that have been preserved and indeed built upon by the guys at Pumaspeed.

“The BC coilovers were actually one of the first things we fitted to the car back at the start, though as it's become more powerful and track-focused we've raised it up a bit, dialed in a touch of camber at the front and

TECH SPEC

FIESTA ST '300R'

ENGINE

1.6-litre EcoBoost, Pumaspeed X-27 '5th generation' hybrid turbo, MAXD 'Stage 3R' calibration map, ITG induction kit, R-Sport crossover pipe, Stage 4 Garrett-core intercooler, high-flow turbo elbow and hardpipe kit, Pumaspeed 'quickspool' tubular manifold, Milltek decat downpipe and Race cat-back exhaust system

POWER

300bhp (estimate)

TRANSMISSION

Original Fiesta ST Ford Durashift B6 gearbox, 3J NXG limited slip differential, Pumaspeed six-paddle race clutch, TTV lightweight racing flywheel

SUSPENSION

BC Racing coilovers, polyurethane bushes all round, Eibach ARBs front and rear, Breedts mounts

BRAKES

Front: AP Racing brake kit with 330mm discs and four-pot calipers, stainless steel braided brake lines, aftermarket pads
Rear: Zero Sixty grooved and dimpled discs, Mintex M1144 pads

WHEELS & TYRES

7.5x17in Ultralight alloys with Yokohama Parada Spec 2 tyres

EXTERIOR

Fiesta ST in Race Red, various graphics, Triple-R front splitter, Zunsport front grille

INTERIOR

Sparco front bucket seats, semi-stripped interior, rear bench removed





The rear half of the interior has been removed to save weight



Oil cooler lurks behind the Zunsport front grille



➤ fitted Eibach ARBs front and rear.” The rear end’s tendency to become a touch too light and ‘floaty’ was only exacerbated by the extra shove going through the front wheels, but this has been largely cured with polybushes all round – it’s now a much tighter car with very little body-roll. Throw in the bin lid-sized 330mm AP discs, Ultralight alloys with sticky semi-slicks and 3J LSD, and it isn’t surprising that this little Fiesta is a very accomplished giant killer, one that’s never happier than when it’s cutting down far more powerful cars out on track.

It’s light, too, with pretty much everything that’s not essential for the car to function having been removed from the interior, including the bulky rear bench. The OE front seats have been dropped in favour of supportive Sparco items, though the factory dash and associated gauges remain in place.

“It’s not been built for comfort and it’s become more and more like a full on track car as the build’s progressed,” explains Simon. “It’s covered a lot of miles over the last year though, a really hard working demo car.”

The exterior sticks to that

theme – it’s all about go, not show. OK so there are a fair few stickers dotted about and the pairing of a Zunsport grille and Triple-R splitter make the front end look a tad more aggressive, but on the whole it’s very much as Ford left it. That’s probably a good thing; the ST still looks very fresh and the styling is bang on, and an ugly aftermarket bodykit would simply detract from the overall appearance of the car.

This car just goes to show how much can be achieved by the aftermarket tuning world nowadays. Granted Pumaspeed had an excellent base car to work with from the start, but there’s no denying that the figures they’ve managed to extract are impressive, especially as doing so hasn’t compromised the car’s on-road drivability in the slightest. The beauty of this whole build is the fact that it’s first and foremost a demo car, meaning that it’s still not even close to being finished. More power is on the cards, though both Simon and Tony are tight lipped when it comes to specific figures, along with some forged internals and yet another iteration of the firm’s X-27 hybrid turbo. It looks like the world of aftermarket ST tuning is set to get a lot better yet! 📺



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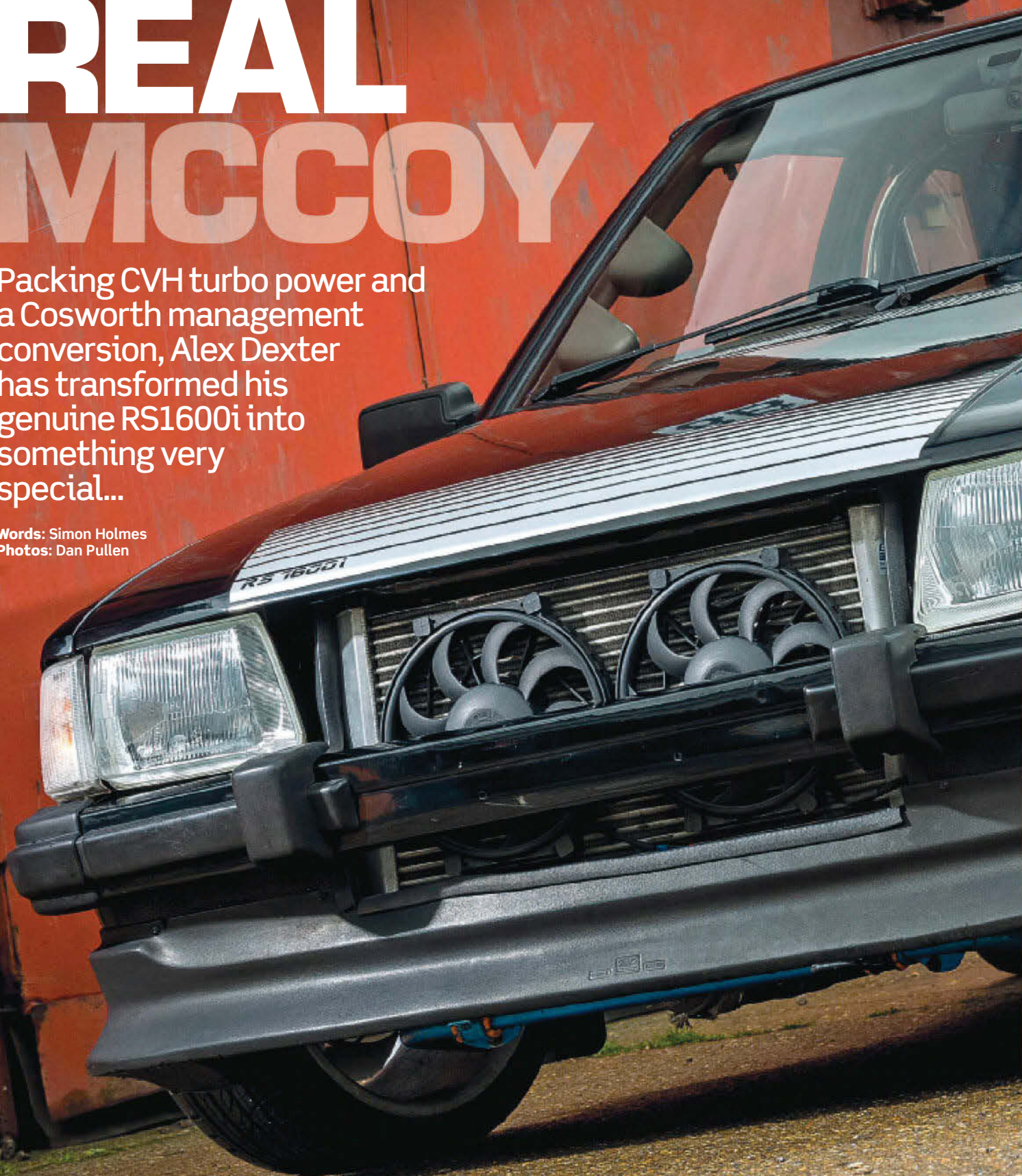
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THE REAL MCCOY

Packing CVH turbo power and a Cosworth management conversion, Alex Dexter has transformed his genuine RS1600i into something very special...

Words: Simon Holmes
Photos: Dan Pullen





Sometimes, you can forget that we have it pretty easy when it comes to modifying Fords. The mighty Blue Oval has been pumping out hot versions for us to lap up for years and, arguably, the 1980s could be considered the peak. Of all the RS models to emerge from Ford's hallowed factory gates back then, the RS1600i

was undoubtedly one of the most special, featuring a varied range of parts unique to the model, from the seats to the suspension.

Of course, that doesn't mean one of the most iconic RS models of all time can't still benefit from a few well-chosen enhancements, although Alex Dexter's example, pictured here, features more than just a few. As you can probably tell from the intercooler poking

through the front panel and the larger brakes hiding behind the gleaming Compomotive wheels, there's a whole lot more underneath the clean and polished surface than meets the eye here...

For Alex, the Mk3 Escort is just about as good as it gets. Over the years, he's developed a passion for Fords of all types, as his garage wall full of *Fast Ford*

posters confirms. But it's the early front-wheel drive Escorts, particularly of the turbo variety, that he really has a soft spot for. He bought his first Series 2 RS Turbo, complete with a blown engine, at the tender age of 16 and since then has gone on to own numerous Escorts, including several more RS Turbos. But he finally got his hands on the one he



➤ really wanted some seven years ago; this genuine RS1600i. "A mate owned it before me," Alex explains. "It was standard but he was converting it to turbo power. He never got it up and running though and it had been sat for about two or three years. I would ring him every week asking to buy it off him."

The friend eventually cracked and Alex bought the car in its half finished state. It was a typical unfinished project car as plenty of bits were missing and the important bits, such as the CVH turbo engine and Cosworth management conversion were only half completed. But as most of the key parts were there it just required plenty of time consuming fitting and fiddling to get the car up and running, and so, over the next 18 months, Alex rebuilt the car from the ground up.

Being handy with the spanners, he did most of the work himself with the help of a few good mates along the way to lend a hand when he needed it most. At first, the car was built to a fairly simple, yet effective specification, which included a Cosworth derived T3 turbo, a GRS front mount intercooler and uprated suspension and brakes to suit. However, when it came to the looks, Alex wanted to keep the car looking largely as original as possible, although function over form sometimes got in the way of that a little. "I didn't want to cut anything or ruin the car, that's why I prefer to run no grille at all than modify the original," he reveals. "I've still got absolutely everything to convert it back to a standard RS1600i if I wanted to, from the grille to the engine."

Originally Alex ran the car on wider OZ Racing wheels but although they looked great, they were just too wide to fit properly. So these larger, but narrower, Compomotive MO's have since replaced them to complement the standard look whilst offering clearance for the big brakes.

On the inside, Alex was keen to retain the creature comforts and, most importantly, keep it all as original as possible. So whilst there are a few extra gauges, the RS steering wheel and a half roll cage, the rare RS1600i Scheel seats remain both front and back.

When it came to the final stages of the build, the car was sent to Jano at Essex based OddKidd Creations to finish the wiring, as he knows a Cosworth managed RS Turbo like the back of his

None of the original 80s' charm has been lost



RS four-spoke steering wheel is an acceptable interior upgrade

Rare Scheel seats remain in place



We don't think 'skull pattern centre console' was on the original RS1600i options list...



Extra gauges help Alex keep an eye on the turbocharged motor

8B

“Alex wanted to keep the car looking largely as original as possible”



DRIVER SPEC

ALEX DEXTER

Age: 26

Job: Mechanic

Favourite Ford: RS1700T

Best mod: The engine

What's next: Anti-lag



hand. Once the Cosworth sourced L6 ECU was up and running, final mapping duties were carried out by Paul Hills and, on yellow injectors with a moderate one Bar of boost, the car proved to be very nippy.

Since then, Alex has enjoyed using the car out on the road whilst steadily investing more time into improving it further. Over the years, the original Koni suspension it was first built with has made way for better GAZ coilovers, and the previous Escort Cosworth calipers were swapped for the larger four-pots from a Sierra Cosworth to perfect the overall package.

It's not been all plain sailing though, as around a year ago the

car was involved in an unfortunate accident when the garage it was being stored in caught fire. Thankfully, the blaze was tackled quickly and the car survived largely intact, although the front corner suffered significant paint damage from the heat. "The thick car cover that was on it whilst it was in storage protected the rest of it," Alex tells. "Even so, I couldn't bare to look at it. So I stripped it all down, had the shell completely resprayed and replaced all of the bits that it needed. It's actually better now than it was before in many ways."

Aside from the unfortunate rebuild, Alex has also recently treated the car to another hike in power,



Alex still has the original engine if he wants to return the car back to standard, but 250bhp of turbo power is a lot more fun!



"Power isn't known for sure but, Alex estimates it to be around the 250bhp mark"

Upgraded CVH35 cam means the engine holds the power for longer





TECH SPEC

ESCORT RS1600i

ENGINE

1600 CVH turbo, Cosworth T3 turbo, green injectors, Cosworth management conversion using L6 ECU, 3 Bar MAP sensor, Pro Alloy radiator, GRS intercooler, stainless-steel exhaust system

TRANSMISSION

RS Turbo BC gearbox with LSD, AP Racing paddle clutch, lightened and balanced flywheel, uprated gearbox mounts

SUSPENSION

GAZ coilovers front and back, adjustable TCAs, original RS1600i anti-roll bar set up, polybushed throughout

BRAKES

Sierra Cosworth four-pot calipers, uprated discs, new lines throughout

WHEELS & TYRES

7x17-inch Compomotive MO alloys finished in white with 205/40/17 tyres

EXTERIOR

Original RS1600i kit and graphics, clear indicators

INTERIOR

Original RS1600i Scheel seats front and back, Recaro seat bolsters, half rollcage, various gauges

THANKS

Jano at OddKidd Creations for all the hard work, my mates for helping out and my girlfriend

“I just love the noise of it and the adrenalin rush from driving it”

➤ having got used to the previous set up. Now running larger green injectors, an uprated Kent CVH35 cam and an uprated paddle clutch, boost has been upped to a healthy 1.6 Bar after another Paul Hills mapping session. Power isn't known for sure but, by the way the car goes at this level, Alex estimates it to be around the 250bhp mark, which is a good amount for a lightweight Escort to try and put down, as he explains. “It wheel spins a lot and throws you around a bit, but it's a lot of fun to drive and I love it. Before it was quick but now it feels much more lively. The CVH35 cam also made a big difference as it holds the power for much longer.”

The plan now is to continue

enjoying the car this season, with visits to all the big car shows on the calendar. Alex also intends to venture out on both the track and drag strip at Silverstone and Santa Pod this year. There is still talk of further upgrades for the future, including a better gearbox and possibly a P8 ECU, so it can run anti-lag, but for now, Alex seems happy enough with the car just as it is. “I use it as much as I can,” he tells us. “I just love the noise of it and the adrenalin rush from driving it. Nothing else I've driven gives me a buzz like this, or drives better, as it handles so well.”

Perhaps some of that can be put down to Ford making those special models for us to enjoy in the first place... ☑



Rollcage adds rigidity but doesn't affect the rare Scheel seats





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THE GENUINE ARTICLE

After a life-long love of all things RS500, Paul Linfoot has realised a dream in owning a genuine RS500 Touring Car. But not just any Touring Car, the holy grail of RS500 history – an Eggenberger-spec car!

If we say to you 'RS500 Touring Car', what's the first thing that pops into your head? If you don't immediately think of a black and red Texaco-liveried machine then you're probably in the minority! Such is the power of the iconic 'Texaco' cars built and prepared by the legendary Eggenberger Motorsport. These cars were the pinnacle of Group A Touring Car racing.

But there were more Eggenberger-spec cars built than just those made famous by the hands of Steve Soper and Klaus Ludwig, and this very car you see here is one such example. Run by the Ringshausen team, this car competed in the German DTM

Championship of 1988 and 1989, and because Ringshausen worked very closely with Eggenberger, the spec of this car is very similar to that of the 'works' cars prepared by the Swiss outfit.

Yes indeed, this RS500 has a very colourful history and one very interesting story to tell...

THE MAN

The man who owns this genuine piece of RS500 history is Paul Linfoot. Paul will need no introduction to regular readers, or indeed anyone who has been involved in the fast Ford scene for any length



DRIVER SPEC

PAUL LINFOOT

Age: 43

Job: Owner of North Yorks RS

First Ford: Mk2 Escort

Favourite Ford: My Mk2 Escort RS2000



of time, but for those who don't know he is basically 'Mr. RS500'. He's owned all manner of '500s in the past, from concours condition standard cars to out-and-out 500bhp track monsters, his business today revolves mainly around the restoration of RS500s, and to top it all off he is the RSOC's RS500 registrar too. So it's fair to say he knows a thing or two about the iconic Sierra.

However, his life-long dream has always been to own a genuine RS500 Touring Car, something

he came close to with this very car a few years ago: "I actually wanted to buy this car in 2011," recalls Paul, "but I was beaten to it by a guy called Simon Garrad." And this wasn't the first time Paul had missed out on owning one. In fact he tells us that he built his stunning Caltex-liveried Sierra that appeared in the cover of *Fast Ford* in January 2010 out of sheer frustration from not being able to get hold of a genuine Touring Car. But now he has. He's realised his dream, and with his expert

knowledge (not to mention borderline OCD levels of attention to detail!) Paul vows to give this very special car the love and attention it deserves...

THE CAR

Originally run by the Ringshausen team, this RS500 is perhaps best known for its time during the 1988 DTM Championship with Manuel Reuter at the wheel. Back then it sported the same 'Lui' graphics that Paul has reapplied today.

While such high value race cars

never exactly disappear off the radar (let's face it, if you own a bona fide race car you're going to tell someone - especially the person you are selling it too!) written proof and documentation of its authenticity can be hard to come by. That's why Paul has subsequently been in touch with Ringshausen's current boss, Kai Ringshausen, and has obtained written confirmation that his car is what it says it is. "I have it in black and white in an email from Kai confirming





Original '88-spec Bosch ECU had multiple settings that could be selected by this dial on the switch panel



'88-spec Ringshausen cars featured a Heigo roll cage with adjustable door bars and crossover bars



Digital dash is a modern upgrade, but Paul is looking to reinstate original gauges

CHASSIS NUMBERS

99261 – Steve Soper/Pierre Dieudonné, WTCC 1987, No.6
99262 – Klaus Ludwig/Klaus Niedzwiedz, WTCC 1987, No.7
99263 – Spare Car WTCC 1987, No.12

99267 – Steve Soper/Pierre Dieudonné, ETCC 1988, No.2
99268 – Klaus Ludwig/Klaus Niedzwiedz, ETCC 1988, No.1
99269 – Spare Car, ETCC 1988, No. N/A

PAUL'S CAR

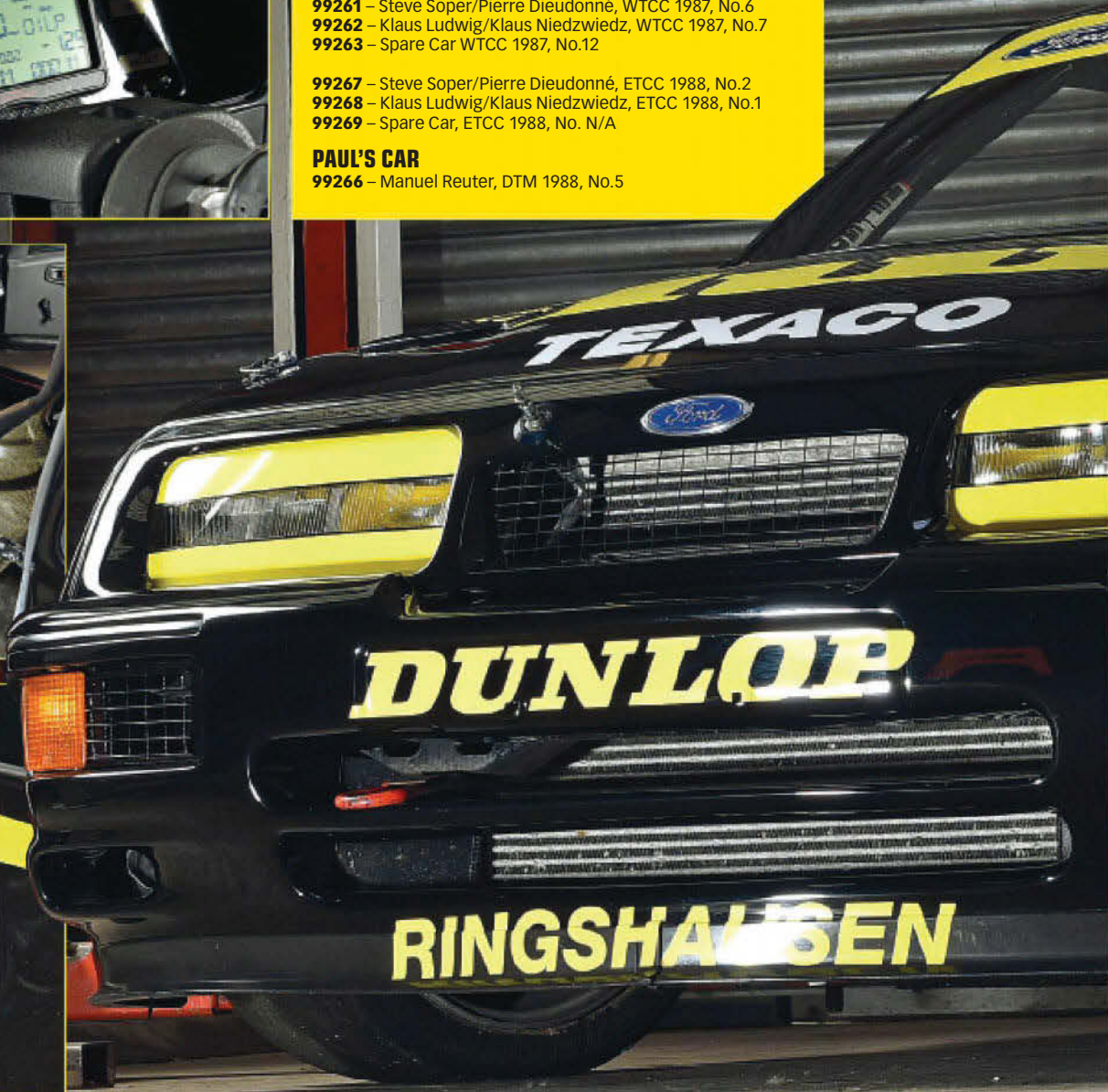
99266 – Manuel Reuter, DTM 1988, No.5



Manuel Reuter's original '88-spec carbon/kevlar seat remains!



Fuel filler is mounted in the C-pillar, and is key to proving the car's history





that my car is definitely the number 5 car used by Reuter in '88," smirks Paul, "Kai also confirms that it was driven by Volker Weidler (number 44) in 1989 too."

Kai was also able to confirm that aside from the livery, this car is identical in every way to its sister Rinsghausen car driven by Klaus Niedzwiedz (number 4) during the 1988 season – the only difference being that Klaus' number 4 car and this (number 5) car was that Klaus' car sported the iconic Texaco livery.

There are a few tell-tale signs which help identify these cars; both have Heigo (adjustable!) roll cages, both have the exhaust exiting at the right hand side of the rear bumper (later '89 cars exited on left side of the rear bumper), and, most telling of all, the fuel fillers are mounted in the C-pillars and

not in the rear quarters.

Underneath the car features all of the top-line kit that could be found on the Eggenberger-built 'works' cars too, including the magnesium hubs, rear arms, and smaller 7.5-inch rear diff the Swiss-built cars were famous for. Paul's car also features the slightly wider rear wheel arches, which Eggenberger were rumoured to have widened for greater clearance – a point Paul confirms: "You can get 10-inch wheels under the rear of this car, but you can't under the arches of other RS500s, so you make your own mind up," he hints.

With things pointing towards Eggenberger having built this car Paul did some more investigation and obtained all the chassis numbers for the '87 and '88 cars from Kai. He discovered that the chassis number of



Old photo proves this car did compete in Texaco colours!

his car falls in between the sequence of the Eggenberger-built cars for the 1987 World Touring Car Championship, and the Eggenberger-built cars for the 1988 European Touring Car Championship. There are three numbers missing from the sequence; one of which we know is Paul's car, one is assumed to be the Klaus Niedzwiedz No.4 car that was written off at Nurburgring in 1988, and one is believed to be a spare car.

While nobody is able to confirm or deny if the car was built by Eggenberger themselves, the evidence certainly does stack up to suggest it was...

THE DRIVERS

We know from Kai that during the 1988 DTM season Paul's car





Fresh Julian Godfrey-built engine still uses a trusty T4-based turbo, as per original '88-spec cars



Accident damage and repairs are the best way to identify race cars



Eggenberger-spec cars feature trick components, such as these magnesium rear arms



➤ was driven by Manuel Reuter, and during certain rounds of the 1989 season it was driven by Volker Weidler. These were the 'main' drivers during these seasons, but as was often the way back then if the team needed to take the car away from one driver and give it to another (or even enter it in a different championship) they wouldn't hesitate to do so. Therefore it is highly possible that other drivers have driven Paul's car too. According to Paul: "Kai has told me that he believes both Steve Soper and Klaus Niedzwiedz have driven my car in the past, but unfortunately he cannot confirm where and when."

The teams also changed the car's livery if needed to keep the sponsors happy. Paul actually has an old image of his car wearing the iconic Texaco livery, along with a smaller 'Lui' decal on the rear quarter. In 1988 Ringhausen entered two cars in the DTM; the No.4 car of Klaus Niedzwiedz in Texaco livery, and the No.5 car of Manuel Reuter in Lui livery (Paul's car). But as Paul explains: "From what we have learned my car was the only Ringhausen car to compete in Rounds 5 and 6 in the DTM in 1988 (probably because Niedzwiedz also drove for Eggenberger in the ETCC in 1988, and there were races on the same dates as Rounds 5 and 6 of the DTM) so it's highly likely that my car was re-liveried in both Texaco and Lui decals to keep both sponsors happy for those rounds." Although Paul is yet to have confirmation that this

is what happened, it is the only logical conclusion that can be drawn at this point...

THE PROOF

You can't simply go and get an HPI check on a race car, so proving the history of a particular car can be a tiresome and labour-intensive process. It usually involves hours of scouring old photographs, trying to contact people previously involved with the car, and amassing as much information as you can find. And things are no different with this car either.

With Kai Ringhausen's help Paul has been able to piece together large chunks of the car's history by closely scrutinising as many photographs from the time as possible, picking up on as many details as possible, and gathering emails from people involved to gain a more detailed understanding of the car's past.

And one of the main ways to prove this is actually with accident damage. Paul explains: "At first I was tempted to do a full restoration, but the repairs from previous accidents are actually one of the main ways of identifying the car. For example I have a photo from 1988 showing Manuel Reuter's car having suffered heavy front-end damage, and my car has signs of repair that corresponds with this damage." These signs of accident repair, coupled with design differences such as the fuel filler being mounted in the C-pillar, provide further ways of identifying the car. ➤

“The fresh Julian Godfrey-built YB retains the majority of components the car would have had in 1988”

TECH SPEC

RS500

ENGINE

Julian Godfrey-built Cosworth YB, genuine RS500 '205' block, 10 long studs, steel con-rods, forged pistons, genuine Eggenberger-spec one-piece cast magnesium sump, Eggenberger spec head, JG-spec cams, genuine RS500 intercooler, larger capacity radiator, aluminium water pipes, T4-based turbocharger, RS500 exhaust manifold, RS500 eight-injector inlet manifold and plenum chamber, eight Bosch '803' (dark green) injectors, RS500 throttle body, Eggenberger-spec larger fuel rails, Aeromotive fuel pressure regulator, remote oil filter, genuine DTM-spec rear-exit exhaust system (silenced to meet DTM noise regs), Motec MB4 ECU.

POWER

500bhp (owner's estimate)

TRANSMISSION

Group A-spec Getrag five speed with dog-leg first gear, Eggenberger-spec 7.5-inch Ford Motorsport rear diff, Group A-spec two-piece propshaft, twin plate paddle clutch.

SUSPENSION

Intrax remote reservoir adjustable coilovers all round, Group A bladed front anti-roll bar, Eggenberger-spec magnesium centre-lock Group A hubs, adjustable TCAs, compression struts, quick rack, Eggenberger-spec magnesium rear arms, solid-mounted Group A rear beam, rear anti-roll bar removed (for exhaust clearance), fully

rosejointed throughout.

BRAKES

Fronts: Girling 365mm x 35mm discs with four-pot calipers, custom 4-inch ducting from front bumper
Rears: Girling 330mm x 35mm discs with four-pot calipers
Bias pedal box with in-car adjuster.

WHEELS & TYRES

Ronal three-piece split rims with magnesium centres, 8.5x17 front and 9x17 rear, with slick tyres.

EXTERIOR

RS500 Group A shell, air jacks, full FIA-spec safety equipment, full respray in original 'Schwartz' black, 1988 DTM-spec 'Lui/Ringshausen' livery, genuine RS500 bumpers, splitter, and spoilers, genuine RS500 tinted glass all round.

INTERIOR

Bare RS500 motorsport shell, Heigo rollcage with adjustable door and crossover bars, original Recaro carbon/Kevlar race seat, TRS race harnesses, Momo steering wheel, original switch gear with original multi-map ECU dial (no longer functioning with Motec ECU), black trim doorcards, Racelogic digital dash, Lifeline fire extinguisher system, driver's floorplate and footrest.

THANKS

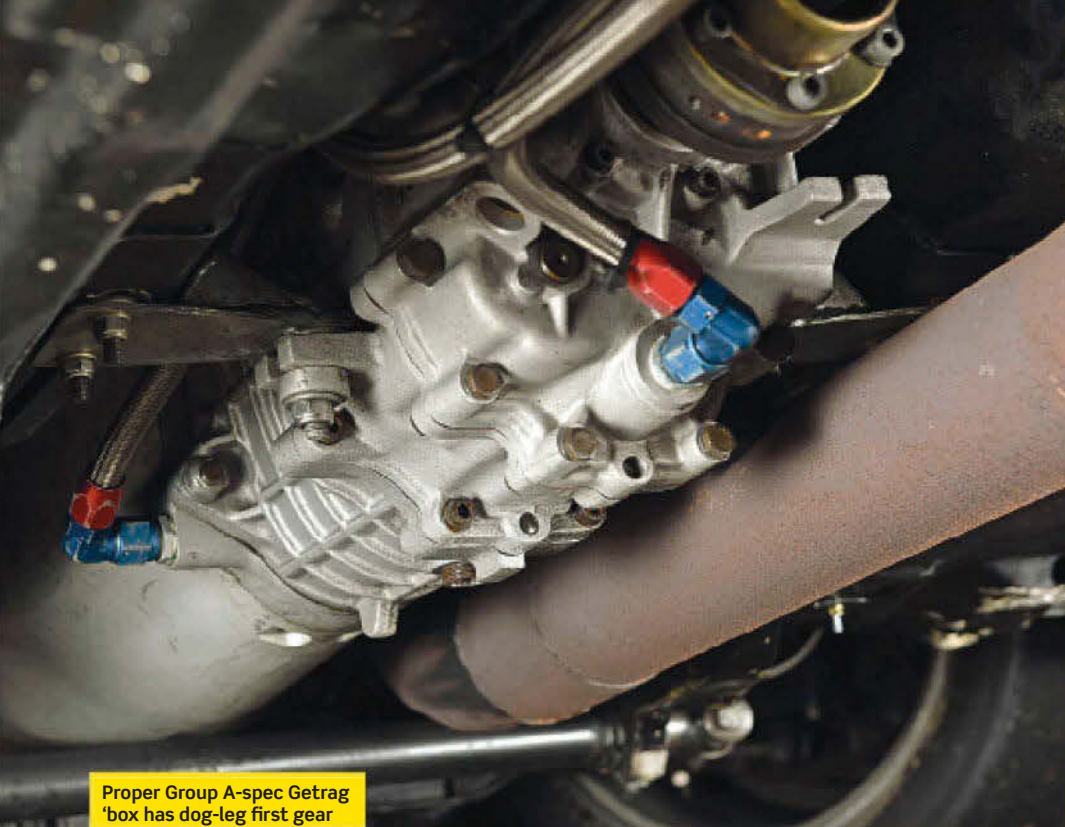
Big Booolies (for many hours ensuring livery is inch-perfect), Dibsby at Kartec (for flawless paintwork), Andy Lloyd (Llyod Racing), Tony Ryan (Touring Car Spares), and Andy Kirkley for all their help with the project, Jamie King at *Fast Ford* for helping to discover more of the car's history, and to Joanne for putting up with it all!

DTM noise regs meant cars had to run silencers (therefore side-exits were no good) and exit at the rear of the car



Air jack lance protrudes from the front grille





Proper Group A-spec Getrag 'box has dog-leg first gear



Both gearbox and diff have their own oil coolers!



Ronal centre-lock split rims feature magnesium centres

“You can get 10-inch wheels under the rear of this car, but you can’t under the arches of other RS500s”





German-spec RS500s feature Girling calipers over AP Racing ones



Original fuel system still remains in the boot



C-pillar mounted fuel fillers required unique filler necks

THE HISTORY

Paul's RS500 first saw action in the DTM in 1988.

For reasons we don't know it appeared to miss the first rounds, making its debut for Round 3 at the notorious Nurburgring. It then competed in all but one of the remaining 10 rounds of the season with Reuter driving.

This car also competed during the 1989 DTM season too, with Volker Weidler behind the wheel. Paul knows that his car competed on several occasions during 1989 (Kai Rinsghausen confirmed it and Paul can identify the car in photographs from several rounds of the 1989 season), but as Ringshausen updated their cars during the '89 season (with a different rollcage and revised fuel filler location), Paul also knows that Weidler competed in a different car during that year. At present Paul doesn't know when the switch took place, or why, but he's striving to unearth as much of the car's history as possible so it may well come to light soon.

After the 1989 season the car's history gets a bit unclear, until 1991/92 time where classic racer Ted Williams imported the car from Germany. Ted owned (and raced) the car for about 20 years before Simon Garrad bought it in 2011. Simon used the car to compete in Historic Sports Car Club's Super Touring Trophy. Paul then bought the car in 2014. During its time in the UK, the car has been treated to some upgrades, including a total rewire of all the car's electronics, a digital dash upgrade (which Paul dislikes and is looking to replace with original '88-spec gauges), modern engine management, up to date safety equipment, modern suspension, and a recently rebuilt engine. The good news is that in order for the car to compete in the HSCC the engine needs to be period-correct, so the fresh Julian Godfrey-built unit retains the majority of components the car would have had back in 1988...

THE DIFFERENCE

The Eggenberger-spec cars weren't considered the best RS500s for no reason. Backed by Ford themselves and instructed to produce the best RS500s possible, Eggenberger more or less had a limitless budget. Therefore they could adopt a 'no compromise' attitude when building the race cars. This meant that if a component would benefit from being produced in a lighter material such as magnesium, then it was - regardless of the costs involved. This is why Eggenberger-spec cars all featured magnesium

THE RESULTS

1988 DTM SEASON

ROUND 3 - NURBURGRING, 1/5/1988

Race 1 - P14
Race 2 - DNF

ROUND 4 - BRNO, 22/5/1988

Race 1 - DNF (oil sump)
Race 2 - P19

ROUND 5 - AVUS, 29/5/1988

Race 1 - DNF (turbo hose)
Race 2 - P15

ROUND 6 - MAINZ-FINTHEN, 5/6/1988

Race 1 - P13
Race 2 - DNF (clutch)

ROUND 7 - NURBURGRING GP, 18/6/1988

Race 1 - P14
Race 2 - P10

ROUND 8 - NORISRING, 25-26/5/1988

Race 1 - DNF (wheel bearing)
Race 2 - P9

ROUND 9 - WUNSTORF AIRFILE, 17/7/1988

Race 1 - P6
Race 2 - P5

ROUND 10 - SALZBURGRING, 28/8/1988

Race 1 - P6
Race 2 - P4

ROUND 12 - HOCKENHEIM, 16/10/1988

Race 1 - P25
Race 2 - DNF

sumps, front and rear hubs, and rear arms, whereas other teams simply wouldn't have the budget to have these parts manufactured.

The Eggenberger-spec cars are also rumoured to feature many other subtle differences, such as the rear arches being wider (indeed, both Eggenberger cars were disqualified from Round 8 of the 1987 WTCC at Bathurst for a 'wheel arch' infringement) but due to the clandestine nature of race car specifications and the fact you are never going to get a race team admitting to breaking the rules, many of these rumours are virtually impossible to prove one way or another. One thing that was never in doubt though, is that fact the Eggenberger-spec cars were always on the pace, and were frequently the fastest cars out on track!

THE FUTURE

So, after a long and colourful history what's Paul got in store for the future of this RS500? "I'm going to continue finding as much of the car's history as possible," he tells us, "and I'll probably change the digital dash for some period-correct gauges if I can." A little birdie also tells us that now Paul has confirmed this car did compete in Texaco colours he may even change the livery too... 🐦

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The Classic Ford Dragsters kept the crowds entertained!



We head to Santa Pod for some Classic Ford Show strip action...

Photos: Jon Hill

The Classic Ford Show is one of the biggest Ford events of the summer, and as such attracts some of the very best Blue Ovals from all over the UK. Naturally, CFS concentrates on the older models so the show was aimed at pre-1990 Fords. That means Sierra and early Sapphire Cosworths were welcome, along with RS Turbos, RS1600is, and a host of other fast Fords too.

The iffy-looking weather wasn't as appealing as previous years, but thankfully it didn't put too many people off and the whole Santa Pod site was overrun with classics of all shapes and sizes. And, although it threatened to rain, the clouds held off and it remained dry throughout the day - which was nice!

That meant the drag strip

remained in action all day long, with all manner of classics hitting the strip. And if these weren't fast enough, there were even demo runs from pro-built Classic Ford Dragsters and the ever-impressive FireForce jet car too.

While we may be lovers of more modern machinery here at Fast Ford, we do have to admit that we have a huge soft spot for a sorted classic too! And walking around the huge selection of various club displays, and watching these incredible machines launch their way down the legendary quarter-mile drag strip has just reinforced why.

If you were at Classic Ford Show 2015 then you'll already know just how great the show was, but for those that weren't there here are the best bits...





DRAG STRIP

After the morning dew had been blasted away the legendary drag strip was nice and dry and ready for action. And, thankfully, the weather held out so the track could remain in use throughout the entire day – aside from mopping up the odd mechanical failure of course!

With the action coming thick and fast all day long, the strip was the perfect place for show-goers to sit down and relax as they watched a variety of classic Fords hit the strip.

And as if that wasn't enough, they were even treated to dedicated sessions from a select group of 'Classic Ford Dragsters'. These incredible machines were among the fastest things on the strip all weekend. And on top of all that the always-impressive jet-powered drag car, FireForce, made an appearance too!



The Great Unveilings always prove popular with the crowds



Freshly restored Lotus Cortina was immaculate



XE-powered Anglia looked like a lot of fun!

GREAT UNVEILING

As is traditional these days at CFS, the *Classic Ford* stand played hosts to the 'Great Unveiling' – where five previously unseen and recently (quite often very recently!) finished projects are unveiled for the very first time! This year saw some of the most impressive builds ever break cover, including Paul Chapman's fully restored Lotus Cortina, Graham Neale's Corsair complete with Zetec on bike carbs, Dave Pusk's XE-powered Anglia, Chris Penny's BDA-lookalike Zetec-engine Mk1 Escort, and Mark Hudd's incredible 500bhp Cossie-powered, 4x4 Mk1 Escort van!



Bubble-arched, YB-powered, 4x4 Escort van looked stunning!



500bhp-plus in a Mk1 van - awesome!

The CF stand was offering some excellent subs deals!



CLASSIC FORD MAGAZINE

Our sister magazine, *Classic Ford*, had a huge stand right at the centre of the show. With over 80 cars on display, including five never-before-seen unveilings, the cars on the *Classic Ford* stand were among the best on show anywhere on the day. But as well as gazing at beautiful Blue Ovals, the *Classic Ford* stand was also the place to head if you wanted to pick up a latest copy of the magazine, take advantage of some fantastic subscription deals, or grab yourself a fancy new *Classic Ford* T-shirt!



The CF stand featured some of the show's very best cars





Trailer-arched Mk2 looked cool!

CLUB STANDS

What makes shows like *Classic Ford Show* so special is the sheer number of dedicated car clubs that support and attend the event. And 2015 was no different! With a huge selection of various classic Ford car clubs, Facebook groups, and online forums on display pretty much every pre-1990 Ford was well represented.

With so many quality stands on show the Flux Babes would have had a difficult choice when picking the 'Adrian Flux Best Club Stand' award, but The Sporting Escorts Owners' Club proved worthy winners with their excellent stand.



The Retail Village had everything your classic Ford could ever want



Take a seat...



RETAIL VILLAGE

Classic Ford Show isn't just about admiring other people's pride and joy, but you could grab a bargain for your own classic Blue Oval too. Whether you were looking for a full ground-up restoration, a bespoke engine build, or simply just wanted to get your hands on some new car cleaning gear – and pretty much everything else in between – the Retail Village was on hand to help.

The ever-loved Autojumble was also a hive of activity throughout the day, with show-goers taking advantage of the deals on offer and hunting down those hard to source parts for their very own projects.



JAMIE'S CAR(S) OF THE SHOW

"This year I couldn't decide between two cars. Well, one car and one van actually. The first was Ray Gimbert's simply incredible Anglia – spaceframe chassis, full carbon fibre body, pushrod suspension, Elite Transmission sequential gearbox, oh and a 580bhp Harvey Gibbs-built YB too! How can you not admire this thing?!"

"But I was equally impressed by Mark Hudd's Escort van on the Great Unveiling stand. I knew about the build for a couple of months but as is the way with the Great Unveilings, nobody is allowed to see them before the show. So when the covers were removed I was just as gobsmacked as the crowds. Flawless finish, 4x4 running gear, and a 500bhp-plus YB packed full of trick bits including a fancy Borg Warner turbo meant choosing between this and Ray's Anglia was impossible. So this year I have two cars (one car, one van) of the show!"

Ray Gimbert's mental Anglia is a pure work of art!



Mark Hudd's Mk1 Escort was Jamie's 'van of the show'!



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Words: Dan Furr Photos: Ade Brannan

CHANGE OF HABIT

John Wilson's 500bhp Mk2 Focus RS has left a life of colour changes in order to compete in the Super Lap Scotland race series where it has been joined by Will Robson's 400bhp ST-3...



Now that's a pair of seriously fast Fords...



Regular readers may recall the 426bhp Candy Red Mk2 Focus RS that starred in the June 2013 edition of Fast Ford. Complete with its expertly-applied vinyl wrap, the appearance of the car was the product of its owner's enthusiasm for changing the colour of his brilliant Blue Oval with surprising regularity. In fact, no sooner had we sent the feature to print than we were told that the

radiant red had been replaced by a bright blue!

The pilot of the amazing technicolor dream car is Aberdeen resident, John Wilson. His job as head honcho at a custom automotive coatings outfit goes some way towards explaining why he has been able to change his Ford's exterior whenever the mood takes him, and it was with that in mind that we were surprised to hear that his pride

and joy is currently rolling around with its factory Frozen White paintwork on display.

That's not to say that the car retains its original styling package; now exhibiting modified and chopped bumpers, a carbon-fibre bonnet, Lexan polycarbonate windows and a centre-mounted rear rain light, it's clear that this fearsome Focus has evolved into much more than a demonstrator for John's business.

At the time of the aforementioned magazine feature, the car was decorated with stickers that paid tribute to the mechanical knowhow of Will Robson at Peterhead Ford fettling firm, WR Tuning. Will was responsible for transforming the already-hot hatch into a serious street racer, and the continued presence of his logo on John's RS's revised bodywork leads us to



question the car's current under-bonnet abilities.

"The engine is producing close to 500bhp," smiles Will. "John enjoyed using his RS as an everyday vehicle while he competed with a modified Evo in the Super Lap Scotland race series, but the lairy Lancer was suffering from reliability issues that resulted in the Focus taking its place on the starting grid. More power and significant weight loss was required in order to make the car competitive in a motorsport environment, and I was charged with the task of beefing up the five-pot Duratec's nuts and bolts while looking at body modifications that would reduce overall weight," he confirms.

Wiseco pistons, K1 connecting rods, Stage 2 camshafts, a

Spec-R induction kit, an Auto Specialists inlet plenum, a Stage 2 turbocharger, a Spec-R intercooler, solid boost pipework, a twin-tank oil breather kit, Bosch high-flow fuel injectors, a Mountune fuel pump and upgraded engine management (in the form of JW Racing/Autotech software) were just some of the impressive updates that were being applied to the car's five-cylinder powerplant in advance of its racing debut, while a Helix lightweight flywheel and a six-paddle clutch joined the six-speed manual transmission's already-appointed Quaife limited slip differential.

BC Racing adjustable coilovers were also already in place, but the promise of track action has seen an Elevate rear-anti roll

bar, Whiteline adjustable lower arms, Vibra Technics mounts and Powerflex bushes work alongside them in an effort to improve the car's handling abilities. Race-ready Team Dynamics Pro Race 1.2 18-inchers wrapped in Toyo R888 rubber also do their bit to pin this fabulous Ford to the asphalt, and the factory brakes have been ditched in favour of K-Sport eight-piston calipers at the front and PB four-pots at the rear.

Super Lap Scotland is a proper 'bumper to bumper' racing contest that sees high-powered Fords rub shoulders with modified Subarus, Mitsubishi's and VWs during seven race weekends at Knockhill and an away meet at a circuit elsewhere in the UK. Will took up the role of John's technical

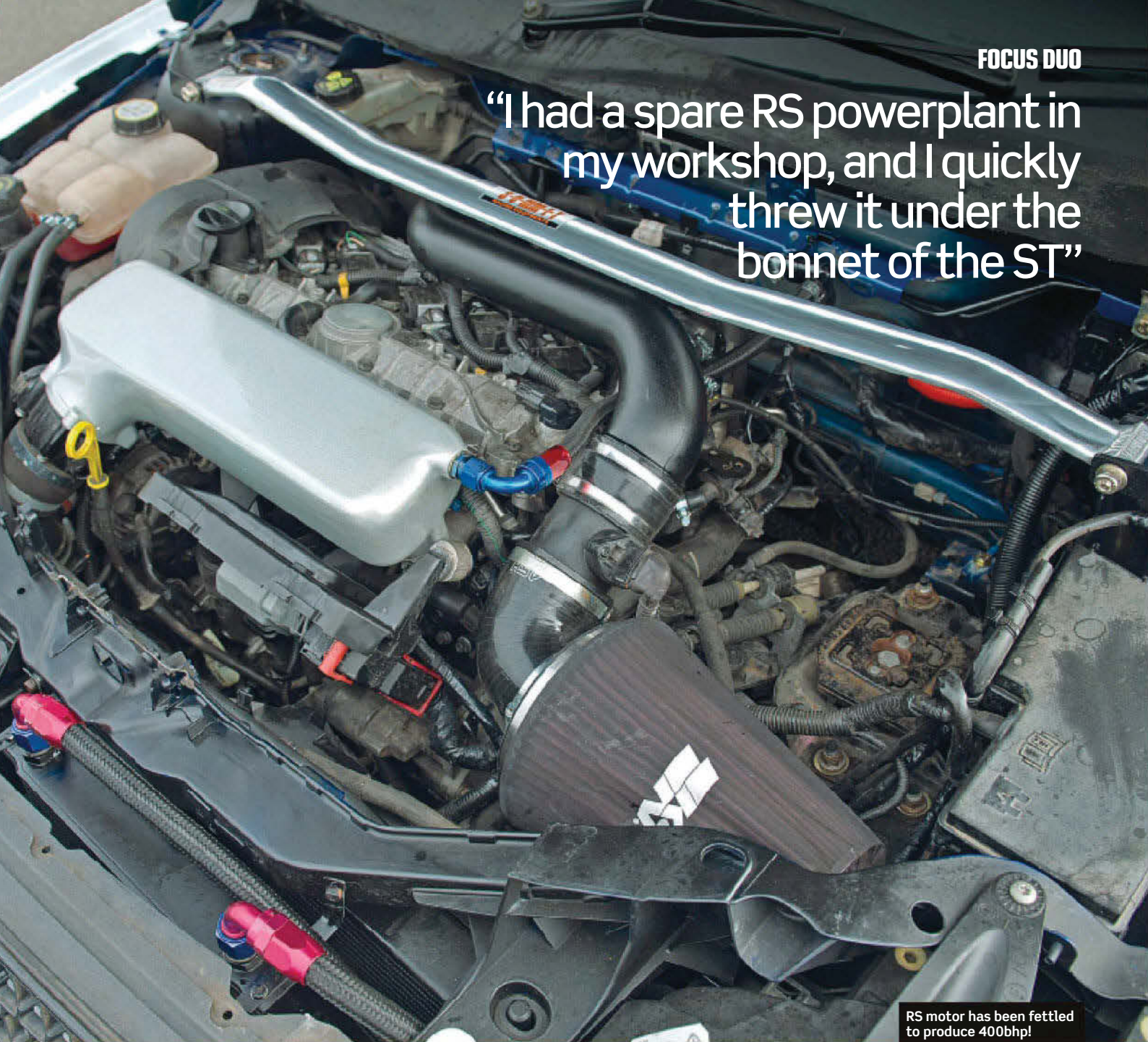


The ST weights in at just 1180kgs thanks to a strict weight-loss programme

Will joined John in the Super Lap Scotland series for the 2015 season



“I had a spare RS powerplant in my workshop, and I quickly threw it under the bonnet of the ST”



RS motor has been fettled to produce 400bhp!

TECH SPEC

FOCUS ST-3

ENGINE

2.5-litre 20-valve five-cylinder Duratec turbo, RS block, Wiseco pistons, K1 connecting rods, standard cylinder head with Stage 1 camshafts, multi-layer head gasket, ARP bolts throughout, K&N Group A air filter, Stage 2 hybrid RS turbocharger, Forge Motorsport recirculation valve, Airtec Stage 2 intercooler, 3-inch downpipe, titanium de-cat pipe, resonated single-exit exhaust system with outwardly rolled tip, remote oil cooler, air conditioning system deletion, JW Racing/Autotech Stage 4 software, Bosch 550cc fuel injectors, modified fuel rail for dry break coupling, Auto Specialists inlet plenum, modified brake servo vacuum line, Auto Specialists PRO one-piece cold side hose, Pro Alloy radiator

POWER

400bhp, 380lb/ft torque (owner estimate)

TRANSMISSION

Front-wheel drive, Getrag M66 six-speed gearbox, Quaife limited-slip differential, Kalmar lightweight solid flywheel, AP Racing clutch, factory driveshafts

SUSPENSION

BC remote reservoir coilovers, adjustable top mounts, Elevate rear anti-roll bar, Eibach adjustable rear camber arms, Whiteline front anti-lift kit, Summit front and rear subframe braces, Vibra Technics torque mount with Powerflex small bush, polybushed throughout

BRAKES

K-Sport eight-piston front calipers with 356mm discs and Carbotech XP8 pads, PB four-piston rear calipers with 330mm discs and PB racing pads, braided lines

WHEELS & TYRES

8x18-inch Team Dynamics Pro Race 1.2 wheels painted silver, ET45 offset, Toyo R888 225/40x18 tyres

EXTERIOR

Three-door Focus ST-3 shell, full respray in Frozen White, modified front and rear bumpers, carbon-fibre bonnet with RS vents, lightened bonnet frame, side skirt deletion, roof aerial deletion, wing badge deletion, Lexan polycarbonate rear and side windows, RS spoiler, centre-mounted rear rain light, external power cut-off and fire extinguisher switches. Overall weight: 1180kg

INTERIOR

Fully stripped, Cobra Pro Evolution seat on solid mount, Sabelt four-point safety harness, heavily modified dashboard, lightweight race heater, integrated fire extinguisher, Odyssey Extreme Racing battery in passenger footwell, cabin loom stripped, lightened doors, Melinex door cards, Custom

Cages six-point roll cage, OMP steering wheel, lightened tailgate, sound deadening and seam sealer removed, nylon gearknob, lap timer

THANKS

Moravian Motors for offering the car a home, Ryan Taylor for the paintwork, all of our sponsors for the race season, Jason at JW Racing, Scott McMinn Motorsport for the roll cage, Jim Gray (the Snap-On man!) for providing the best tools to build with





The ST's once-comfy interior has been replaced by a roll cage and single bucket seat!



DRIVER SPEC

WILL ROBSON

Age: 32

Job: Ford technician and owner of WR Tuning

First Ford: Escort RS1600i

Favourite Ford: RS200

Best mod: The JW Racing/Autotech software

What's next: A plated diff

and mechanical support engineer at every one of the RS's outings during the 2014 campaign, but it wasn't long until both petrolheads could be seen hammering their way around the popular Dunfermline track...

"John announced his desire for us to race an additional car during the 2015 season," explains Will. "He wanted me to join him as part of a team effort, and he'd found me a Performance Blue Mk2 Focus ST-3 that had been equipped with a brand new engine! Before I knew it, I was the proud owner of my very own racing car!" he laughs.

Knowledge gained as a consequence of ongoing improvements (not to mention a degree of trial and error) with regard to John's car enabled Will

to hit the ground running when it came to the build of his own Focus, but differences between the RS and ST shells saw a number of variations when it came to modifying the new arrival at the WR Tuning workshop. "An ST is much lighter than an RS, meaning that I didn't need to push for the same number of ponies when trying to match the performance of John's motor. Nevertheless, both cars were relieved of any trim or furniture deemed to be surplus to requirements, and I'm pleased to say that our Fords are now tipping the scales around the 1200kg mark," he says.

Will was about to equip his car's fresh powerplant with RS pistons and rods when a readymade forged lump with an RS turbocharger presented itself for sale. Unsurprisingly, he acquired the parts without delay, and he bought a complete ST to use as a donor vehicle. "The second ST was modified to Stage 3. I robbed it of its Eibach adjustable camber arms, its polybushed rear beam and loads of other valuable components," he tells us. The intention was to return the car to standard specification before selling it on, but it remains at WR Tuning, threatening to replace the Cougar that has





Race cars only need one seat!



DRIVER SPEC

JOHN WILSON

Age: 36
 Job: Owner of Customised Coatings
 First Ford: Fiesta XR2
 Favourite Ford: Escort RS1600i
 Best mod: The engine
 What's next: More power!

“John announced his desire to race an additional car during the 2015 season”



The RS's interior has been gutted to reduce the car's overall weight



WR Tuning tweaked the five-pot motor to the tune of 500bhp!

TECH SPEC

FOCUS RS

ENGINE

2.5-litre 20-valve five-cylinder Duratec turbo, RS block, Wiseco pistons, K1 connecting rods, standard cylinder head with Stage 2 camshafts, multi-layer head gasket, ARP bolts throughout, Spec-R Group A induction kit, Stage 2 RS turbocharger, Forge Motorsport recirculation valve, Spec-R intercooler and boost pipe kit, 3-inch downpipe, titanium de-cat pipe, resonated single-exit exhaust system with outwardly rolled tip, Spec-R remote oil cooler, Spec-R twin-tank oil breather/separator, air conditioning system deletion, JW Racing/Autotech software, Mountune fuel pump, Bosch 550cc fuel injectors, modified fuel rail for dry break coupling, Auto Specialists inlet plenum, Spec-R radiator

POWER

500bhp, 440lb/ft torque (owner estimate)

TRANSMISSION

Front-wheel drive, Getrag M66 six-speed gearbox, Quaife limited-slip differential, Helix lightweight solid flywheel, Helix six-paddle clutch, factory driveshafts

SUSPENSION

BC coilovers, adjustable top mounts, Elevate rear anti-roll bar, Whiteline adjustable rear camber arms, Vibra Technics torque mount with Powerflex small bush, polybushed throughout

BRAKES

K-Sport eight-piston front calipers with 356mm discs and Carbotech XP8 pads, PB four-piston rear calipers with 330mm discs and PB racing pads, braided lines

WHEELS & TYRES

8x18-inch Team Dynamics Pro Race 1.2 wheels painted black, ET45 offset, Toyo

R888 225/40x18 tyres

EXTERIOR

Three-door Focus RS shell, modified front and rear bumpers, carbon-fibre bonnet with RS vents, side skirt deletion, Lexan polycarbonate rear and side windows, RS spoiler, centre-mounted rear rain light, external power cut-off and fire extinguisher switches. Overall weight: 1260kg

INTERIOR

Fully stripped, Cobra Pro Evolution seat on solid mount, Sabelt four-point safety harness, heavily modified dashboard, integrated fire extinguisher, cabin loom stripped, six-point roll cage, OMP steering wheel, lightened tailgate, sound deadening and seam sealer removed, nylon gearknob, lap timer

THANKS

WR Tuning for building me a competitive racing car, and thanks to all of our sponsors



been working hard in its role as Will's daily driver! Both drivers admit that their biggest challenge has been to equip their cars with an even weight distribution; the Mk2 Focus is famously nose-heavy, and the model's comparatively light rear end was causing John to spin out of corners when braking under load. A fine balance of brake bias, adjustable coilovers and a lowered rear ride height have remedied the problem, and Will has cut the rear bumpers and removed the side skirts of both cars in order to improve airflow. In a move that put a smile on John's face, the ST was treated to a colour change so that it matched the Frozen White exterior of the RS. The outcome of this move is a brace of fast Fords

that are plainly part of the same racing team, and sponsor stickers are starting to appear on each of the car's body panels. Will had rather more than the aesthetics of his ride to concern himself with, however, when his ST threw two rods through its recently-appointed bottom end!

"We were at the first round of this year's Super Lap Scotland competition when disaster struck!" he cries. "It was wet, but I'd managed to qualify in the position of first in class. I was rightly proud of my achievement, but my car's engine blew up two laps into the race! Fortunately, I had a spare RS powerplant in my workshop, and I quickly threw it under the bonnet of the ST. I managed to furnish the new engine with the Stage

1 camshafts, ancillaries and a variety of other parts from the damaged unit before installation, and I've since added a Stage 2 hybrid RS turbocharger and Stage 4 JW Racing/Autotech software that is helping my Mk2 to produce an estimated 400bhp," he beams.

As you'd expect, John's RS and Will's ST feature fully stripped interiors with race seats, safety harnesses and multi-point roll cages that suit the track-oriented purpose that these formidable Fords have been built for. The boys are continuing to shave valuable seconds off their lap times – as well as grams out of the bodywork of both cars – and we wish them every success for the remainder of the 2015 Super Lap Scotland season. **W**

"A brace of fast Fords that are plainly part of the same racing team"



Full cage adds rigidity and improves safety



John's RS has been completely transformed from wrapped show car to out-and-out racer!

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7 mins 57 secs

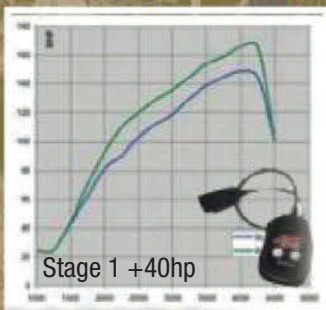
FOCUS RS MK2

You want power, you want control. Have them both, JW Racing tuning packages for the Focus RS Mk2, with staged kits now pushing beyond 500hp. Model shown equipped with JWR Titanium turbo back exhaust system, Spec R intercooler and hard pipe kit, ITG Cold Air Intake, JWR Fuel injectors, JWR Hybrid Turbocharger, Elevate Upper & Lower Inlet Manifolds, JWR/Autotech Remap. Stopped in its tracks by Tarox 370mm 10 Piston Brake Kit – the biggest direct fit kit on the UK market and held in the corners with Bilstein B16 Coilovers. JW Racing have everything you want to make your Focus RS go faster, take the next corner quicker and stop you in a moment, a true one stop shop.

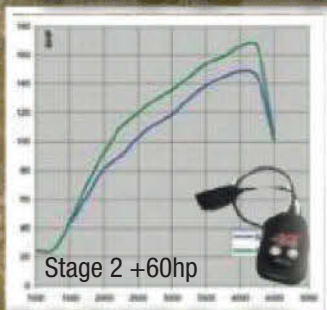
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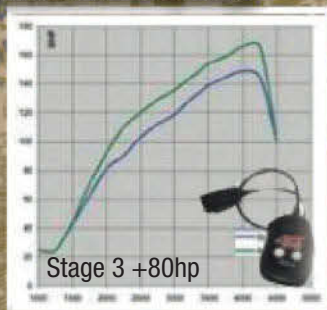
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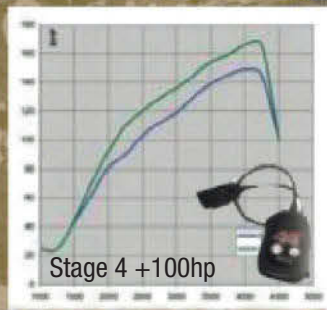
Requires Handset & software



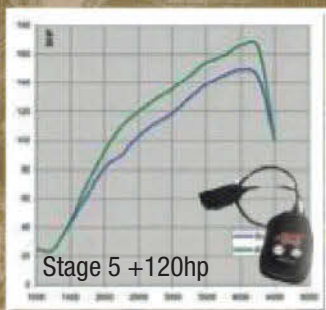
Requires Handset & software, Turbo back exhaust, Intercooler



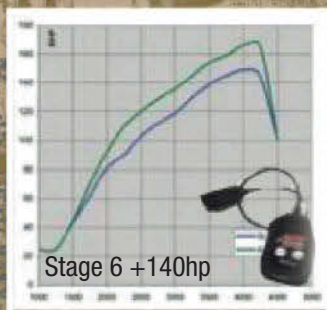
Requires Handset & software, Turbo back exhaust, Intercooler, 550cc injectors, Intake Kit



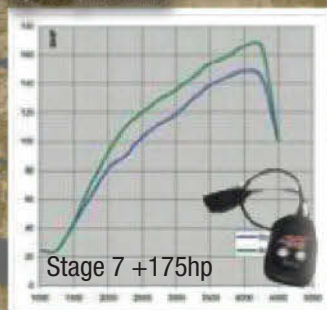
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit



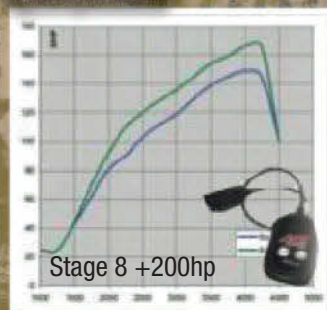
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo



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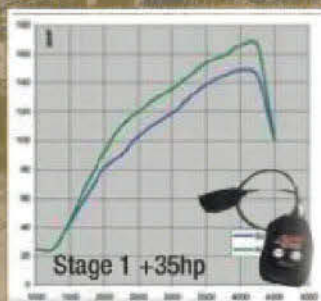
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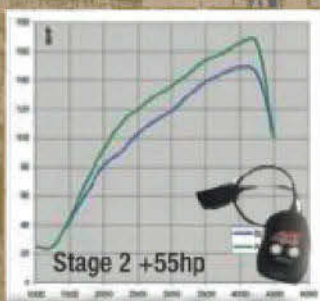
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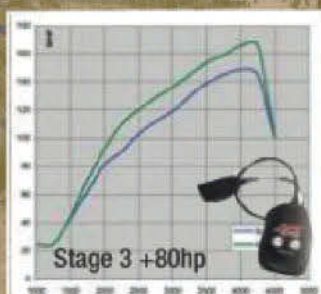
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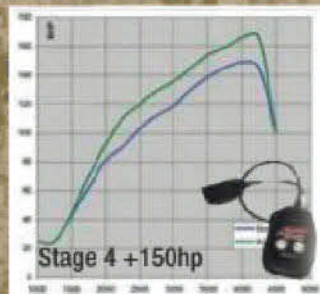
Requires Handset & software



Requires Handset & software, Turbo back exhaust, Panel Filter



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Fast Fords of all shapes and sizes dominated the Spring Action Day



You can't beat a sideways Escort! Fact.



Over 2000 cars and 113 clubs, and plenty of fast Fords!

Lots of show combined with plenty of go at Castle Combe's first Action Day of 2015

Castle Combe Spring Performance Car Action Day - it does exactly what it says on the tin. And then a bit more. The 2015 event was supported by MCR Specialist Cars, who of course had several Focus RSs on their stand, and Infinity Exhausts and took place at the Wiltshire circuit on April 25th. Variety was certainly the key for 2015 and the circuit played host to just about every car you could imagine, from a Bentley and Lamborghini, via race cars, right down to Minis - and everything inbetween - almost 2000 cars on display in total spread over 113 club stands. And the threatened rain never happened, which was nice.

But of course we were there for the Fords, and despite strong opposition from other makes, there were several Fords in the Top 20 Cars Of The Day, and one which emerged as the Car of the Show - a 629 bhp Escort Cosworth, built and

owned by Dave Pritchard from the Bristol RS Owners Club. Wherever you looked around the circuit parked up on club stands was a huge range of powerful and styled Fords, from old school Escorts, right up to current Fiestas, with something for everyone who admires the Blue Oval, whether you like yours with a dipped engine bay, chrome, or slammed to the ground. Of course if sitting parked up in the sunshine was a bit tame for you, then you could always slap on a helmet and take your car out on the track and show that you had what it takes - or not as the case might be.

Or you could just sit back and admire the drifting displays - you can't beat an Escort when it comes to oversteer action.

There are three more action days at Combe this year - full details can be found here: www.facebook.com/castlecombeperformancecaractiondays



SPRING PERFORMANCE ACTION DAY



SPRING PERFORMANCE ACTION DAY



The display stands were full of Fords!



Nimble Puma went well on track!



Dave Pritchard's ex-FF feature EsCos won 'Car of the Show'



Words and Photos:
Simon Cooke



Spinning Fiesta caused a few narrow misses at Camp corner!



SPRING PERFORMANCE ACTION DAY



Mk7 Fiesta looking tough

Things got a bit hectic on track at times!



There were plenty of fancy engine bays on show too



Focus STs proved as popular as ever!



So, that's what over 600bhp of YB looks like...?

It may have won 'Car of the Show', but Dave likes to use his EsCos hard on track too!





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DAN SIERRA COSWORTH



JAMIE MONDEO ST220



SIMON FIESTA MK6

Oooh, shiny new coilovers for the ST220!



JAMIE / MONDEO ST220

GET LOW

Original suspension just wasn't low enough!



The new damper bodies are much shorter



New coilovers offer front ride height adjustment

SPEC 3.0-litre V6 ■ K&N 57i kit ■ Formula Power 10mm HT leads ■ Cades Bern alloys ■ Continental tyres ■ Infinity custom exhaust ■ Focus ST calipers ■ EBC discs and pads all round ■ Kenwood radio ■ Superchips Bluefin ■ Permashine paint protection ■ Fourdot custom plates ■ ST Suspensions coilovers

Jamie drops the ST on a set of coilovers...



Regular readers will recall that last month the big ol' Mondeo suffered a broken front spring. A cheap replacement was duly fitted to get the ST back on the road, but the whole saga had already started the wheels in motion for an inevitable upgrade to the suspension.

So, after looking at the options available (very limited for the estate version of the ST220, as most kits only lower the car around 20-30mm, and the ST220 is already about 20mm lower than the standard estate anyway!) I decided the best solution would be a set of coilovers from the very aptly named ST Suspensions. Initially I was concerned that coilovers would be too harsh for the regular use this car gets, especially as the level of ride comfort was something that

attracted me to the Mondeo in the first place. But after speaking with the guys at KW Automotive (who actually produce the ST Suspensions gear) they assured me that the ST-X coilover kit (actually listed for the ST220 estate too!) would be perfect for my needs.

The ST-X coilovers aren't necessarily designed for regular track use, but instead are tailored towards dropping the ride height of the car to improve both looks and handling, without compromising the ride quality. Sounds perfect. So, naturally, a set was soon on its way!

When they arrived I booked the car in at Tarnock Garage for fitting. This is a job that could be done at home on your drive or in the garage, but having access to a ramp definitely makes things a lot easier. It also means that if anything goes wrong (like the rear hub lower bushes which can easily tear when removing the rear arm to get the spring out) then there is a parts

Bump stops were 'modified' to suit lower ride height



The ST certainly sits lower!





ADE SAPPHIRE COSWORTH



MOTORBASE FOCUS BTCC



LUKE THE TROLLEY

THIS MONTH

JAMIE'S ST220 P62
LUKE'S TROLLEY P63
MOTORBASE'S BTCC
FOCUSES P64
DAN'S SIERRA COS.... P65

supplier ready at hand and I'm not left with a car jacked up on axle stands.

The ST-X kit includes fully adjustable ride height on the front dampers, but the rears are set at a -20mm drop. You can see just how much shorter both the front and rear damper bodies are compared to the standard setup too.

With everything bolted in place we could adjust the height of the fronts to suit the stance I wanted. It's definitely much lower than before! But I have to admit I'm pleasantly surprised by just how comfortable it still is. Some of you will undoubtedly be skeptical, and I don't blame you – if you told me that I could fit coilovers and 20-inch wheels and it would still drive as nicely as it does even I wouldn't believe you. But it does. And if you don't believe me you should come out for a little blast with me in it!

After driving around for a few days and giving everything the chance to settle I popped back to Tarnock Garage for a final adjustment. The

fronts came up a tad as they had just started to catch on the arch liner when I hit bumps at speed, and as the rears have settled down a bit the stance isn't quite as nose-heavy anymore either. But the tyre is still

tucked under the front arch! And as an added bonus I even got Tarnock Garage to replace the lower gearbox mount too, as we'd previously noticed the old one was perished.

The ST-X kit has done exactly what KW said it would.

The slow speed cruising comfort remains unaffected, but the chassis definitely feels tighter, more positive, and with less body roll than before when you start chucking it about. Plus, and if I'm honest the main reason I fitted them, it looks so much cooler than before! Job done.

THANKS

ST Suspensions

www.stsuspensions.com

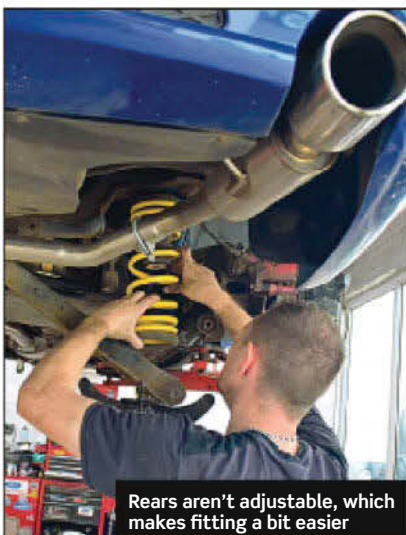
Tarnock Garage

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"YOU CAN'T GO TOO LOW!"
JAMIE



Out with the old...



Rears aren't adjustable, which makes fitting a bit easier



Lower gearbox mount was replaced at the same time



Tarnock's Rob makes sure both sides are set equally



The Trolley emerges from its winter slumber



New double skin bonnet is both light and very strong



"I DO LIKE A BIT OF CARBON FIBRE"
LUKE

LUKE/THE TROLLEY

FLEXIN'

SPEC 2.1-litre 500+bhp Zetec Turbo ■ 6-speed sequential gearbox ■ GT3071 turbo ■ dry sump ■ full roll cage ■ AP brakes ■ carbon fibre panels ■ Pro Alloy fuel cell

Luke commissions a new double-skin bonnet to prevent flexing at high speeds...



After a long winter hibernation it was time to dust off The Trolley and give it a few tweaks. First of which was a bit of my favourite

stuff – carbon fibre!

Yes, the bonnet already fitted to the car was made from carbon fibre, but that was a single skin piece and we found that the rear of the bonnet was raising and flexing at high speeds when on top speed runs. Therefore I decided to make use of the moulds I had made and have LWS produce a new, double-

skin bonnet.

Firstly I had the lower skin made to check for clearance on my modified front end. With the large intercooler and slam panel mods I knew it would need trimming to fit nicely. Once this was trimmed and checked it was time to create the upper skin, and then bond both pieces together to make a super-strong but still very light bonnet.

The finished result is a really rigid panel that won't flex when pulled up (or on top speed runs) and that weighs in at just 3.2kg!

The next job is to address the heat issue with the front brakes, so I'm off to Pro Alloy for some custom ducting...

Recent testing at Brands Hatch shows the car has real potential



It may have only been a test, but Mat Jackson doesn't know how to drive slowly!



The Motorbase team are aiming to make a return to the BTCC for Snetterton in August



MOTORBASE / FOCUS BTCC

LOOKING GOOD

It's not just the new livery that looks good, but the pace of the BTCC Focus looks promising too...



We had a great test recently with both BTCC cars ready and running the latest 2015 specification. Drivers Mat (Jackson) and James (Cole) completed some vital chassis setup

and engine work we had planned, and we are pleased to report that everything went extremely well!

We covered both qualifying and race run simulations with both cars and were very satisfied with the results. Mat and James work very well together as a driver pairing, they have a very similar driving style which makes things easier from an engineering perspective to understand the car and get it set up correctly,

as they both run similar setups and benefit from each other's progression.

Mat was pleased with the developments since our last test earlier in the year, and though James is less familiar with the Focus he was delighted with the car's performance and pace too.

As usual it was a testament to the people behind the team. Both cars looked great, ran faultlessly all day,

**"WE'RE
READY AND
RARING TO GO"
MOTORBASE**

and we got through our test program and more.

We're still working on finding a financial solution so we can be out on the grid at Snetterton in August. We're not quite there yet but as you can see from the new livery we are getting there. And hopefully the test showed some interested parties that we're ready and raring to go...



DAN/SIERRA COSSIE

STEER CLEAR

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers ■ RS500-style splitter ■ Comp MOs ■ Grooved discs ■ Powerflex bushes

Dan sorts the steering issues with new bushes, but what else will he find when he fits them?



It's cured! Well, almost cured - but more of that later. Since buying my three-door Cosworth it's been plagued by poor handling, vague steering

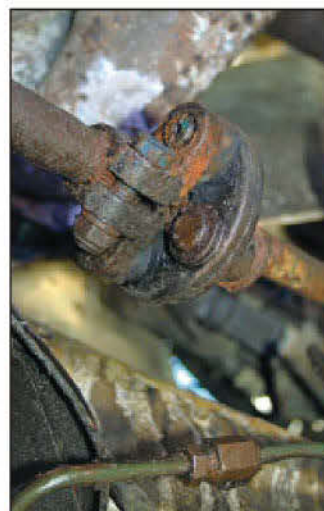
and a simple refusal to stay in a straight line. And now, at last, most of those issues have been resolved.

The first fault to be fixed was the rear axle. The original, 29-year-old beam bushes were obviously past their prime - nothing obvious under casual observation, but replacing

them with polyurethane proved to be a revelation. Alone, they stopped the Cossie's arse from wandering around at random.

Up front, I fitted road-spec Powerflex bushes to the anti-roll bar, inner and outer track control arms. Again, there was a marked improvement, and now I was able to assess the rest.

There was no play in the ball joints, and none at the rack, yet a fair bit of wobble from the steering wheel. Wear in the column looked like it stemmed from the universal joint, but further exploration revealed sloppiness in the column's bulkhead bush.



The cure was cheap and simple - less than six quid for a standard-type bush kit and only minutes to replace. Or it would have been, if I hadn't chosen to fit a polyurethane bush into the universal joint while I was there.

The problems? There was no Powerflex option, so eBay came into play; the new bush took ages to arrive, cost a whopping £62.10 and included instructions for a Mk2 Escort... Fitting meant drilling-out rivets and hacking up the old rubber bush and, if I'm honest, I doubt it was worthwhile.

Still, you can't grumble at these alloy steering rack bushes, again

internet-sourced and again fitted because the car was already in bits. For little over £20, how can you go wrong?

You can't. But isn't it frustrating, when you've completed several jobs, to suddenly see a snapped front spring has appeared...

Still, at least it's an excuse to add these sexy red Hose Technik stainless brake lines while the car's off the road. I think I can feel a theme coming on...

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THE POWER OF PERSUASION

Although Jamie Ford never intended to, he's built the perfect street sleeper in this Fiesta capable of blistering 12-second quarter-mile times...

Words: Simon Holmes Photos: Dan Pullen



People tend to build fast cars for different reasons. For some, it's about proving a point, but for others it's simply a case of being influenced by those around you. That's relatively easy to do when you happen to work at Ignition Advantages, a small but successful garage and tuning company based in London. It's a company that specialises in Fords and favours a Zetec turbo conversion, which would help to explain why this humble looking

Fiesta is so potent on the drag strip. Don't let the standard looks and unsuspecting plastic hubcaps fool you; this subtle sleeper is packing a 2.1-litre Zetec turbo punch and it's connected to a proper MTX gearbox conversion too, so it can actually put all the power down. As a result, the unsuspecting Fiesta runs blistering 12-second quarter-mile times at Santa Pod Raceway, and that's on a low boost setting! In this modern world it's easy to forget just how fast that is but, to put it in perspective, a brand new

Golf R (one of the kings of the current hot hatch market) runs in the 13-second bracket, so this Fiesta certainly isn't shy then...

The car has been built from scratch by the appropriately named Jamie Ford, who bought it as just a shell around two years ago. A Blue Oval fan at heart, he's owned a number of Fords, including various Fiestas but aside from the odd CVH engine conversion, he only ever tinkered with them lightly. He certainly didn't consider building

a 12-second street sleeper, but that all changed thanks to Jamie's boss, one Michael Clarke, who introduced him to the wonderful ways of forced induction. "I had another Mk3 Fiesta back then and Clarke egged me on to fit a turbo engine," recalls Jamie. "It seemed like a good idea at the time, so I decided to put an RS Turbo engine in it to see what the fuss was about."

Being a capable mechanic himself and,



with his boss helping him, Jamie was soon up and running with a CVH engine complete with T3 turbo, a set of beige injectors and a 195 chip. Fitted with a matching RS Turbo BC gearbox, an intercooler and an uprated internal fuel pump, Jamie was soon on the road. However, although the engine itself didn't last long, eventually dying a smoky death, it was enough to win him over. "It was the first bit of boost I had experienced and it wasn't the best engine, but it was enough to get me hooked," he tells us.

The CVH set the standard and when the engine did give up, Jamie was keen to replace it with something more reliable and more powerful, so the natural progression was to jump to a

Zetec turbo. Of course, as that just happened to be the favourite choice of powerplant at Ignition Advantages, it didn't take too much convincing! So initially, with moderate power levels in mind on a budget, a Silver Top Zetec was sourced and bored to suit a set of low compression pistons from a C20LET Vauxhall engine, connected to standard Zetec con-rods. With a larger T34.48 turbo and KMS ECU mapped by his boss, Jamie soon had himself a basic Zetec turbo up and running in his trusty Mk3 Fiesta. But, sadly, things didn't go too well the second time round either. "It was quite quick and ran a 13.2-second quarter-mile at Santa Pod, but after developed a knocking noise. The engine was stripped back down and



"It was the first bit of boost I had experienced, it wasn't the best engine, but it got me hooked"

TECH SPEC

FIESTA SLEEPER

ENGINE

2.1-litre Silver Top Zetec, forged pistons, steel rods, ARP rod bolts, Cat Cams valve springs, Fiesta RS1800 inlet manifold and throttle body, custom fuel rail, 650cc Siemens injectors, front mount intercooler, Devil Developments tubular exhaust manifold, T34.63 turbo, custom exhaust system, KMS ECU live mapped by Ignition Advantages, Escort Cosworth internal fuel pump

TRANSMISSION

Focus RS MTX gearbox, standard Focus RS clutch, Street Ka hydraulic

clutch pedal, Crazycage clutch line and custom driveshafts

SUSPENSION

Front: Spax springs and dampers
Rear: Coilovers

BRAKES

Fiesta RS Turbo discs and calipers

WHEELS & TYRES

13-inch steel wheels with hubcaps, semi-slicks for the strip

EXTERIOR

Standard

INTERIOR

Cobra bucket seats, harnesses, rear seats removed, custom gauge pods

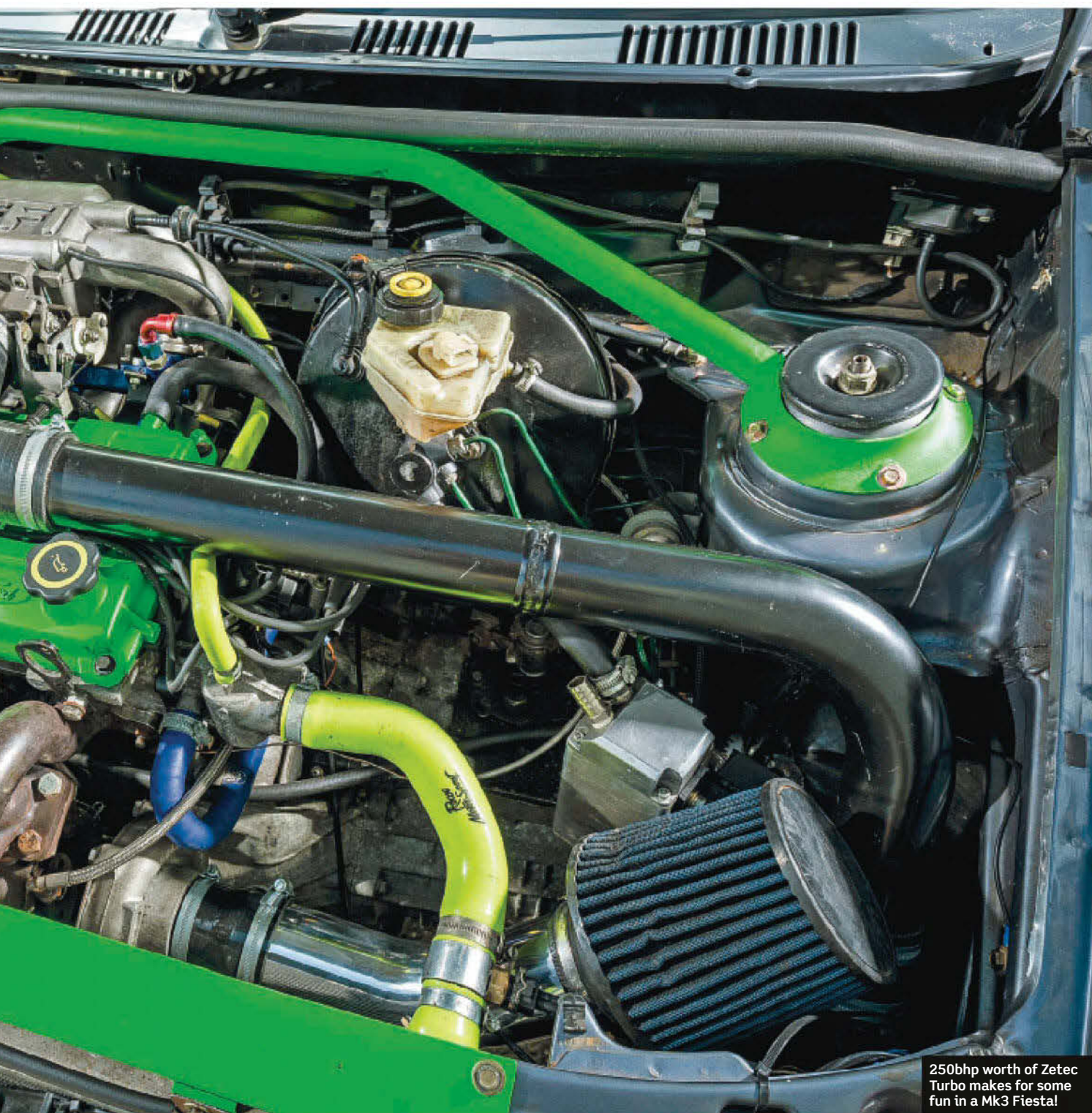
THANKS

My girlfriend Sarah, Clarke at Ignition Advantages, Crazycage Fabrications



Keeping the turbocharged engine cool is a priority!





250bhp worth of Zetec Turbo makes for some fun in a Mk3 Fiesta!



Intercooler has been sprayed matt black to retain the sleeper look

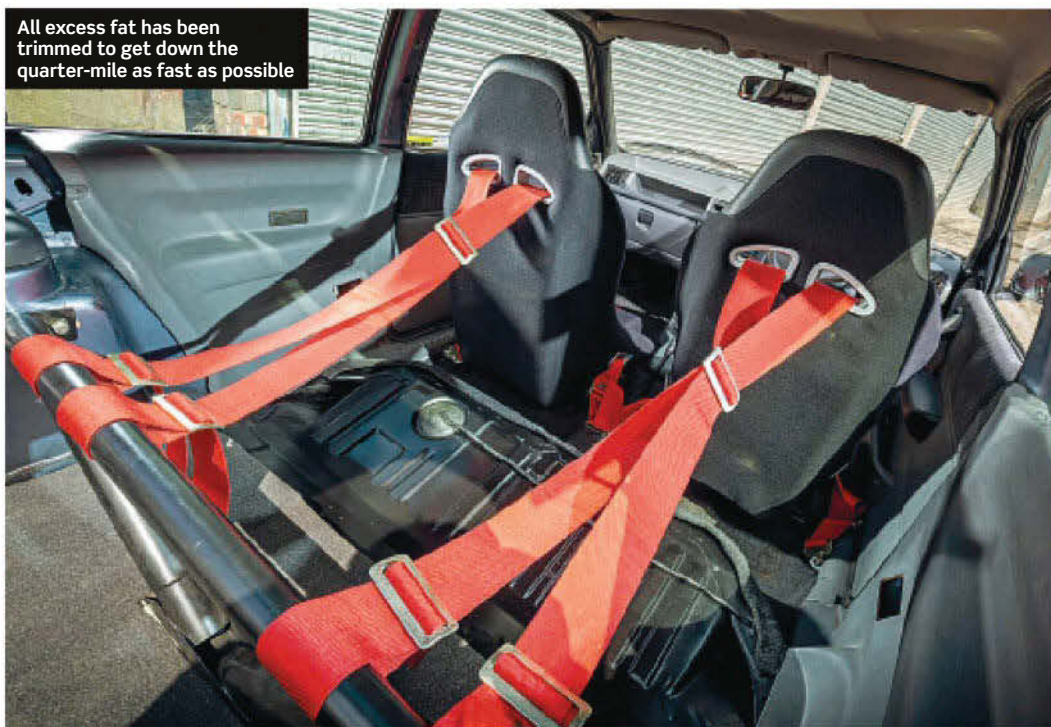


RS1800 inlet manifold works well on a boosted Zetec!

“By the time the bits were sold the shell owed me less than £100, and it’s the cleanest Mk3 Fiesta I’ve ever seen!”



All excess fat has been trimmed to get down the quarter-mile as fast as possible



Beefy MTX gearbox from a Focus RS has been employed to put the power down



DRIVER SPEC

JAMIE FORD

Age: 24

Job: Mechanic

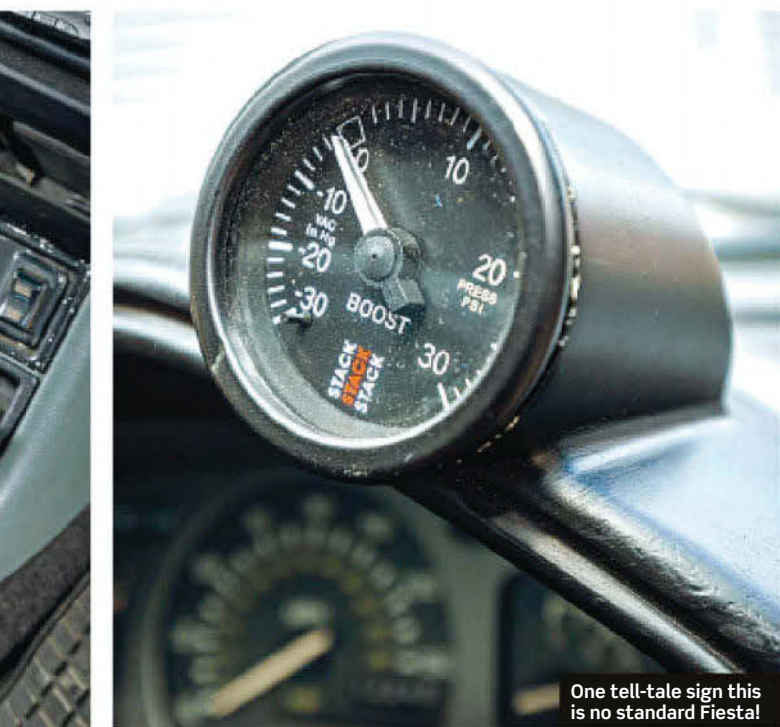
Favourite Ford: Escort Cosworth

Best mod: The engine

What's next: More power!



Cobra buckets offer more support than the stock seats



One tell-tale sign this is no standard Fiesta!

we found it had broken off the under piston oil jets." Things then went from bad to worse as, whilst the engine was apart, someone broke into Jamie's garage and stole the mains caps along with a load of scrap metal!

Rather depressingly, that left Jamie having to start again from scratch, as it was easier to source a new engine. But not one to be beaten easily, he took the opportunity to improve it this time round, adding a little more power and reliability. Another Silver Top Zetec was sourced, sent for machining and then fitted with LET pistons but with uprated steel con-rods. Cat Cams valve springs were fitted to the head and a better flowing tubular manifold

with a larger T34.63 turbo were also added.

With the new build taking shape, Jamie also decided the more powerful engine deserved to be fitted into a better shell, as the Mk3 Fiesta he had owned for some years was looking decidedly tired at this point. So the hunt began for a worthy Mk3 and, thankfully, he didn't have to look far as things fell into place nicely when he came across this minter. "I found it for sale on the internet as a rolling shell with no engine, but it did come with a load of ST170 bits," tells Jamie. "By the time those bits were sold the shell owed me less than £100 and it was the cleanest Mk3 Fiesta I had ever seen. I



particularly wanted a base-spec car and I definitely didn't want to go for an RS Turbo replica as it looked more subtle and I preferred the sleeper look, so the steel wheels and hubcaps were staying."

Like his previous cars, the new build was undertaken in the garage at home and, inspired to build something more reliable this time round, Jamie also took the plunge when it came to the gearbox. He sourced the much stronger MTX from a Mk1 Focus RS to replace the weedy RS Turbo gearbox and fitted it using custom mounts and drive shafts supplied by well-known Ford specialist CrazyCage Fabrications. The car all went together fairly easily from there and, keen to keep things simple, Jamie also kept the original fuel tank, simply opting to fit it with an uprated internal fuel pump instead of a complicated external set up. Elsewhere, the suspension was suitably upgraded and inside, the car was stripped of a few basics and fitted with bucket seats and harnesses.

After an 18-month build, it was

time to hit the road and at just one Bar of boost, the car is currently making an estimated 250bhp or so. "It's a lot better to drive and with a proper gearbox fitted I can actually drive it with some confidence now. The 13-inch wheels make it a bit of a handful on the road though, it doesn't like going straight!" laughs Jamie.

As soon as it was road ready, next came the strip. "Clarke got me into the drag racing. I like the feeling of going fast and just trying to better yourself each time. That's what it's been built for. It's a proper project, a toy to take down the strip and have some fun with on the road."

All the work paid off as the first time out at Santa Pod during Central Show this year the car ran an impressive 12.9-second time – and it's far from finished yet. "There's plenty more to come from it. With some more boost 330bhp or so would be nice and then I'll fit stickier tyres and play with the suspension. I would like a low 12 out of it."

Never underestimate the power of persuasion... 



With a Zetec Turbo now under the bonnet the battery has been relocated to the boot



Here's some we built earlier...
...can we build a set for you?

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- Spring rates can be altered on request.
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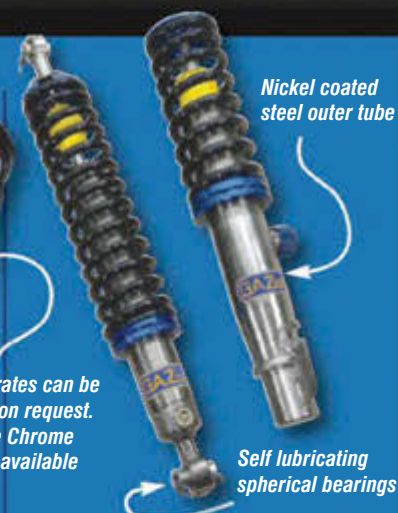
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steel outer tube

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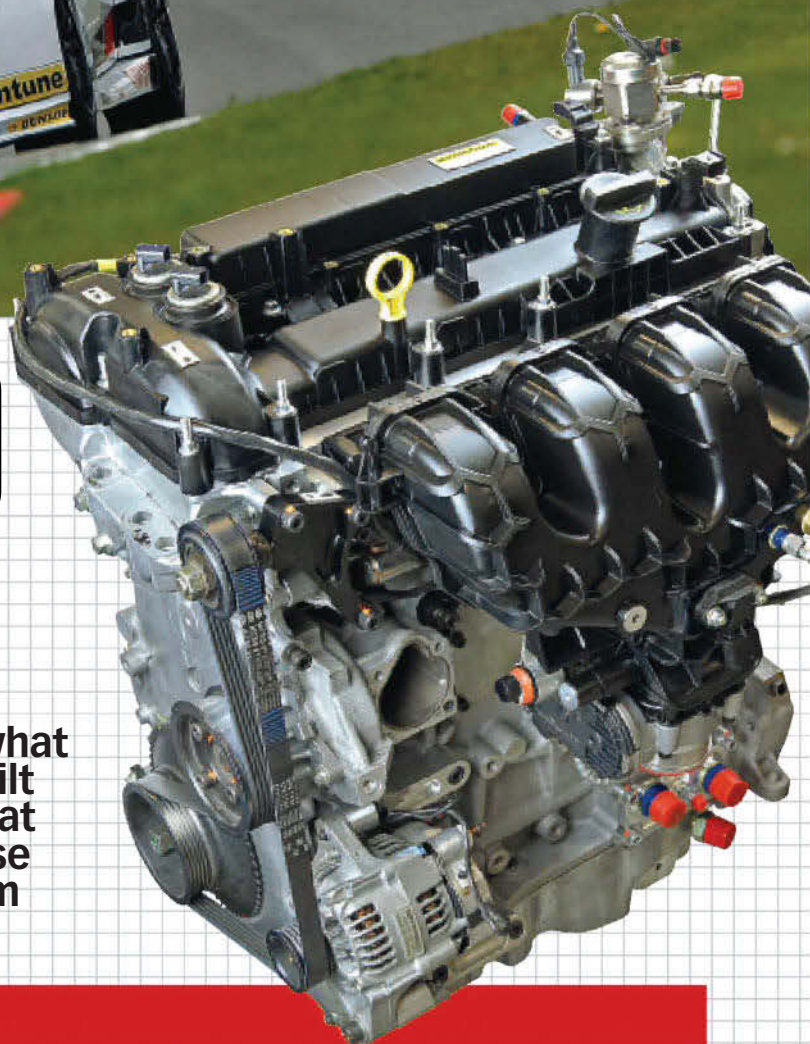
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Words: InSyncMedia Photos: mountune



ROAD TO RACE...

We get an unprecedented look at what goes into the all-new mountune-built direct-injection EcoBoost engine that will power the 2015 BTCC Motorbase Focuses, and see how it differs from the road-going ST version.



A whole wave of motorsport disciplines have been systematically migrating to the newest breed of Ford EcoBoost turbocharged engines around the globe recently and this year the *Fast Ford*-backed Motorbase Performance squad have also made the switch. Their Focus BTCC cars are now powered by a direct-injection, mountune-built 2-litre EcoBoost engine based on the road-going version found in the Mk3 Focus ST, and – with a little help from Motorbase – we’ve been able to persuade Ford’s official tuning partner to open one up so we can check out some of the oily bits for ourselves! Here’s what we’ve discovered...

+ SUMP

TOCA regulations do not allow a dry sump system to be used in the BTCC, but the long-term reliability of the engine is dependent on its oil supply and therefore is crucial to any teams’ or drivers’ championship campaign. To maintain an optimum flow of oil throughout the engine, mountune have designed and manufactured an articulating oil pick-up pipe that sits within the original EcoBoost sump. With high cornering forces, the arm swings through a predefined arc, following the oil and ensuring that where the oil is, the pick-up is too. During its original test and development phase many seasons ago, previous erroneous oil pressure drops could be occasionally seen on the data traces at circuits such as Brands Hatch or Donington Park - where there are steep, declining corners. With the revised articulated unit fitted the oil pressure trace remains perfectly flat, as it should.



BTCC rules don't allow dry sump systems, so a clever articulating pick-up pipe is used

+ CRANK

The OE crankshaft is retained but is modified with the addition of a keyway to accurately and securely locate the timing gear and crankshaft pulley. In addition, the unused balancer-

shaft gear is removed to reduce overall weight.

Other than balancing the rest of the crankshaft remains as per the OE item, which also helps to keep costs to a minimum.



The OE EcoBoost crank is modified but is principally the same as found in the road cars

+ FRONT PULLEY



The harmonic damper is replaced with a lightweight steel pulley

The OE front pulley is a harmonic damper and in race applications the main reason to change it is because the rubber that bonds the inertia rings together can overheat. This is due to the increased torsional vibrations associated with a lightweight flywheel and racing gearbox, which then causes the pulley to fail. Mountune make a new lightweight steel front pulley

to increase reliability, although in doing so it can be argued that the removal of the harmonic balancer can reduce the crankshaft life due to increased torsional vibrations. But as mountune 'life' each component (12,000km in this instance), it doesn't become an issue. The reduced weight the racing variant offers is also very advantageous over the heavier standard pulley.

+ CON-RODS

The standard con-rods are, as you might expect them to be in a mass-produced engine, suitable for the original job intended but far from suitable for a racing application. Cast in composition and used with a standard rod bolt, the high revs and/or high cylinder pressures as found in a BTCC engine would make short work of such a comparably weak design. The mountune design utilises an enlarged diameter pin for additional strength with a bronze bush; the OE rod has a tapered end which helps reduce reciprocating mass but in this particular application, the increase in component strength is more important, hence the full-width little end. The material the rod is manufactured from was carefully chosen to ensure optimum strength to withstand the increased cylinder pressures and engine speeds, but to also take into account the minimum component weight specified in the BTCC TOCA regulations.



The mountune con-rods are significantly stronger than the standard items

+ PISTONS

If you've never seen a direct-injection engine piston before you're probably thinking how odd the crown design looks.

There are the familiar valve cut-outs as you would expect, but with the addition of a strange shaped, but extremely important bowl in the middle.

On a standard port injection engine, the fuel is injected in to the inlet port and has the time it takes to travel from the injector, down the port, past the valve and in to the combustion chamber to fully atomise to achieve an efficient burn.

With a direct injection engine the fuel is injected directly in to the combustion chamber. This is where the bowl in the centre of

the piston comes in to play. The fuel is injected in to the bowl, and the shape then deflects and atomises the fuel inside the combustion chamber.

When designing a replacement direct injection piston extreme care needs to be taken to ensure this bowl is correctly sized and positioned, otherwise there will be problems with possible over- or, under-fuelling, poor atomisation, or smoking – all of which will result in a loss of power and reduce engine efficiency.

The BTCC pistons designed by mountune take all of this in to account, as you would expect. But thanks to a wealth of experience garnered from several decades at the pinnacle of various different

motorsport platforms, mountune were also able to make a few changes to improve on the design, including a slipper-style skirt rather than a traditional full skirt design to help to reduce drag and piston weight, increasing the compression ratio to the maximum permitted, and utilise a custom grade of alloy created specifically for this application.

As with most forms of motorsport, there are strict regulations on what can and can't be done to engine components, in particular regarding weight. This had to be taken in to account by the mountune designers, so they could create the strongest and most durable piston possible, but also comply with the regulations.



+ HEADGASKET

As with many of the OE engine components, the headgasket was deemed unsuitable for the job.

Working closely with Klinger, mountune have designed a multi-layer metal headgasket that can handle the increased cylinder pressures found in the BTCC engine.



Multi-layer headgasket has been designed specifically for the job

+ HEAD

As part of the design process, the mountune designers inspected and tested each and every component of a stripped down engine to assess its suitability.

As part of this assessment, the cylinder head flow capabilities were tested on a flow bench. The flow figures from the head were surprisingly positive, and it was decided that at the target power level, the standard head would not create a restriction. So the BTCC engine retains the same cylinder head as found on the road cars.

+ CAMSHAFTS



Custom camshafts utilise the maximum 11mm lift allowed by TOCA regulations

One thing you'll immediately notice about the camshafts used in this (and most direct injection) engines is the fact that one is longer than the other! This is because the exhaust camshaft is actually used to drive a high-pressure secondary fuel pump mounted on the end of the cylinder head.

The material of the camshafts remains the same between the road car and race variant, but the lift and duration are obviously altered to gain maximum performance.

TOCA regulations limit lift to 11mm, so the race profile maximises this lift value whilst careful attention is paid to the duration and ramp angles, and overall lobe profiles used to ensure the engine produces the required characteristics.

+ TURBOCHARGER

The turbocharger used on the mountune EcoBoost engine is substantially different to that of the Borg Warner unit found on the road going Focus ST. Only one specification turbocharger can be used under the TOCA regulations - a Garrett-based unit that's modified and converted in-house at Owen Developments. Its end designation is a GT2868-HTA-M which boasts a host of motorsport specification internal components including; an uprated bearing assembly and internal heat shield, a billet HTA aero compressor wheel with conical compressor nut, and a stainless steel V-band Tial sport turbine housing. The turbo was developed with the target of running a whole season of BTCC racing from a single unit. This has proven to be a reality that not only provides a high-specification, reliable turbocharger for all competitors, but also keeps the engine costs to a minimum.



The only turbo permitted for use in the BTCC is an Owen Developments GT2868-HTA-M

+ THROTTLE BODY



As per the TOCA regulations, an OE throttle body must be retained. The OE unit used is one that mountune have a lot of experience with and is particularly resilient to NVH (Noise, Vibration, Harshness) that's typically found in abundance onboard a race car. The diameter of the butterfly remains the same with the only modification carried out being to convert the electrical side of things to work with the aftermarket management system fitted to the BTCC cars.

+ AIR FILTER

The standard Focus ST with its enclosed airbox was never going to be suitable for a high power racing engine. Nor would it work with the bespoke engine installation, so Motorbase enlisted the help of DNA filters. Cold air is now drawn in from the front of the car, through the DNA cotton filter and into the turbocharger. The filter proved to work very well during performance testing whilst still offering a very high level of filtration.

+ EXHAUST MANIFOLD

To supply exhaust gas to the turbocharger, mountune designed a bespoke manifold that not only looks like a work of art, its design works perfectly in conjunction with the rest of the engine to provide the rapid throttle response and fast turbo spooling that is required for a successful competition engine. In terms of construction materials, the racing exhaust is a tubular, equal-length design, made from stainless steel that can withstand upto 1050°, as opposed to the single-port, integrated, cast unit found on the Focus ST. From the turbo to the regulatory TOCA side-exit exhaust, Milltek were enlisted to complete the job and produced a custom stainless steel exhaust system to the highest standards.

+ INLET

As previously mentioned, all of the standard engine components were assessed during the design stages, and as with the cylinder head, the mountune designers found the OE Ford inlet manifold to flow sufficient air for the target power figure.

With this in mind, along with the requirement in the regulations to use the OE throttle body, it was decided that the standard Focus ST part would be retained.

+ HOSES

As is fairly obvious to see, none of the standard hoses remain. The heat and pressures generated from the EcoBoost racing engine would be too much for the standard hoses to cope with. Leading silicone hose manufacturer, SamcoSport, were enlisted to take care of all of the coolant, boost and induction hoses. Their products can deal with substantially higher boost pressures than the OE hoses, as well as coping with temperatures up to 250° thanks to the use of Aramid linings. These features make them the perfect companion

to ensure maximum reliability on the racetrack. Due to the unique packaging of the engine and the cooling system, the ability to supply custom shape and size hoses also aided with the installation, allowing Motorbase to fully capitalise on the engine's location. You'll also notice that wherever possible Motorbase have utilised Hydraflow fasteners to join the hoses and pipe runs. These fasteners provide a much better clamping load and spread, again ensuring the highest reliability is achieved – Nobody wants to see a DNF!



The turbo lives deep in the engine bay, and requires custom pipework to get air in and out of it



DNA air filter, Samco silicone hoses, and Hydraflow fasteners work together to provide reliable, high performance solutions for the unique installation

+ COOLING

The intercooler construction, size and location all vary greatly from the road car unit – which features a typical OE-grade aluminium core with plastic end tanks. All NGTC BTCC cars have to run a regulatory TOCA intercooler core. However, as each vehicle's packaging requirements are slightly different the end tank design is free. Motorbase have worked closely with Pro Alloy Motorsport to maximise the airflow and installation in terms of both intercooler end tanks and also throughout the charge system with the various hard pipes you can see. Smoothing the path of the airflow ensures the engine can run at peak efficiency with minimal pressure drops throughout the system.

The header tank and radiator have also been produced by Pro Alloy to ensure peak performance from the cooling system on track; the engine is obviously used at full load more often and much more aggressively than you ever would on the road, so managing the heat build up is essential to maintain peak engine performance and reliability.



Pro Alloy were called upon to design a complete cooling package



Intercooler end tank design is designed to maximise airflow

+ POWER

All of these upgrades made by Mountune add up to make a huge difference. The standard road-going engine produces 250PS, whereas the race EcoBoost engine found in the Motorbase BTCC Focus produces a lot more. Ultimately the exact figure will depend on the TOCA-enforced boost limits, but Mountune say the race EcoBoost comfortably produces in excess of 300bhp whilst remaining reliable during high-end race conditions!

COMPETITION

WIN!

Motorbase Performance have teamed up with their sponsors to give away a huge prize worth over **£2700!** The prize pool includes;

- + Teng Tools top box (and 50% off tools to fill it!) - worth £345
- + Mountune Mk3 Focus ST induction kit - worth £300
- + SamcoSport Mk3 Focus ST hose kit and clips - worth £218
- + Autoglym bodywork, wheels, and interior collection - worth £63
- + DNA Filters intake system - worth £300
- + Milltek cat-back exhaust system up to the value of £750
- + Aerocatch bonnet catches - worth £150
- + Pro Alloy Mk3 Focus ST intercooler - worth £599

To get your hands on this incredible prize head to the Motorbase Performance Facebook page (www.facebook.com/motorbaseperformance) to enter the competition. Good luck!





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Words: Dan Williamson

3 OF A KIND

DIRTY DIESELS

So, you want to combine fantastic handling and plenty of poke with fuel economy? You want a sporty diesel-powered fast Ford then...

Dirty diesel. The mere smell of the sticky stuff will send a shiver into the heart of any true petrolhead.

Yet there's no escaping the fact that on today's roads the oil-burning crowd has taken over. Every rep-mobile rattles at the traffic lights, and even some sports cars drink the dirty stuff.

Unfortunately, until fairly recently fast Ford fans have felt left out of the derv debate. While other manufacturers and their drivers are pushing hotted-up diseasels, the big Blue Oval has kept us commenting on fuel efficiency, low emissions and

cheap road tax. Not sexy, not cool, and certainly not fun.

Yet that's all about to change, thanks to the new Focus ST TDCi and an impending influx of high-performance parts from our favourite tuners. It boasts an impressive 182bhp straight out of the box, along with a whopping 295lb.ft of torque. Okay, it's not as fast as its petrol-powered counterpart, but during in-gear acceleration it isn't far behind.

And that got us thinking about other sporty Fords with a taste for heavy oil. Indeed, the Focus ST TDCi isn't the first, and it won't be the last. But is it the best?

THE CARS

If you don't think the words fast Ford and diesel go together, you could be in for a surprise. Not only do our chosen three contenders here wear sporty badges and funky bodykits, they are also remarkably good to drive too.

1 FOCUS ST TDCi

Ford's most recent diesel-powered hot hatchback, and already highly sought-after, the ST TDCi's 0-to-60mph time of 8.1 seconds and 67mpg potential disguise the fact that it's a proper performance car, complete with the same underpinnings and sexy bodywork as the fantastic 247bhp petrol Mk3 Focus ST(250).

2 FIESTA ZETEC S MK7 TDCi

Fun, frugal and very fashionable, the funky Fiesta Zetec S has come with an oil-burning engine option since it was launched in 2008. Okay, 88bhp and 112mph might not sound like much, but bicycle-like fuel economy and pin-sharp handling make it an irresistible runabout for any Ford fan.

3 MONDEO ST TDCi

Ford's first attempt at a performance-derived derv machine, the Mk3 Mondeo ST TDCi took ST220 visuals and blended them with regular 2.2 153bhp turbo-diesel mechanicals to produce a strong sports saloon, hatch or estate that's ultra-practical and pleasurable too.

TECH SPEC + HISTORY



FOCUS ST TDCi



MK7 FIESTA ZETEC S TDCi



MONDEO ST TDCi



+ TECH SPEC

MADE BETWEEN

2015-on

POWER

182bhp

TORQUE

295lb.ft

0-60MPH 8.1 seconds

TOP SPEED 135mph

ENGINE

1997cc, four-cylinder, 16-valve TDCi, common-rail injection, Borg Warner turbocharger, Ford management

TRANSMISSION

Front-wheel drive, MMT6 six-speed manual

BRAKES

320mm discs (front), 271mm discs (rear), ABS, optional 335mm front discs

SUSPENSION

MacPherson strut front/control blade rear suspension, gas dampers, 10mm lowered coil springs, revised steering knuckles, uprated bushes, ESC, ESC, ETV

WHEELS AND TYRES

8.5x18in alloys, 235/40R18 tyres

INTERIOR

Recaro front seats in cloth (ST-1/ST-2) or heated leather (ST-3), auxiliary instruments

EXTERIOR

Focus five-door hatchback or estate, ST bumpers, side skirts and rear spoiler

+ HISTORY

Is this the car we've all been waiting for? Will the new Mk3 Focus ST TDCi convince a nation of Blue Oval enthusiasts to worship the smoky, black pump? Will our petrol heads become diesel hearts? Will we begin to relish the rattle?

That remains to be seen. Ford reckons its oil-burning Focus ST will match sales of the 247bhp petrol-powered version, but we expect a heavier bias towards the frugal new TDCi machine.

Both cars are on sale now (mid 2015) with identical price tags, but the diesel will be cheaper to run (low road tax and 67.3 mythical miles per gallon compared with the petrol's 39.2mpg) and it's predicted to retain a higher residual value. As a fleet or lease car it's bound to be big.

So, what is the Focus ST TDCi? Essentially, it's a facelifted Mk3 Focus ST with a hotted-up version of Ford's

TDCi engine in place of the two-litre turbocharged EcoBoost petrol motor. In contrast, Ford's previous ST TDCi – the Mondeo – was a standard-spec car dressed up in a pair of Nikes.

The difference is crucial. The Focus ST TDCi is built for performance and then toned down for the sake of economy. We can't wait to see what happens next.



Is the Focus ST TDCi the sporty diesel we have been waiting for?



+ TECH SPEC

MADE BETWEEN

2008-on

POWER

88-93bhp

TORQUE

147-156lb.ft

0-60MPH 11.3-11.5 seconds

TOP SPEED 109-112mph

ENGINE

1560cc, four-cylinder, 16-valve/eight-valve (from 2010) Duratorq TDCi, common-rail injection, turbocharger, intercooler, Bosch management

TRANSMISSION

Front-wheel drive, five-speed manual, traction control

BRAKES

258mm discs (front),

200mm drums (rear), ABS

SUSPENSION

MacPherson strut front/twist beam rear suspension, 10mm lowered coil springs, 22mm front anti-roll bar

WHEELS AND TYRES

6.5x16in alloys, 195/45R16 tyres (optional 17in alloys)

INTERIOR

Sports front seats, air conditioning, leather steering wheel, alloy pedals

EXTERIOR

Three/five-door Fiesta, deeper bumpers, tailgate spoiler, side skirts (2010-on), projector headlamps, heated windscreen

+ HISTORY

The Zetec S badge, in Fiesta terms, represents all that's good about modern small Fords - stylish looks, lively handling and no-nonsense pricing. The fact that it boasts enviable equipment levels and eager performance are a real bonus.

The Mk7 Zetec S appeared in July 2008, with a choice of 1.6-litre petrol (118bhp) or diesel (88bhp) power. Quite a deficit, maybe, but the oil-burner's added torque meant impressive in-gear acceleration to accompany its exceptional efficiency.

Specifications were almost identical, but whereas the petrol was offered only in three-door form, the TDCi also added an option for five doors. Both types were dressed with deeper bumpers, side skirts (optional at first) and tailgate spoiler. Lowered suspension and 16in alloy wheels helped to exploit the Mk7's tight chassis, along with sporty seats in

snowboard-inspired trim colours. Interior equipment also included air conditioning and alloy pedals.

The 16-valve TDCi powerplant was replaced by an eight-valve version in spring 2010, with DPF plus mildly improved performance. The Mk7 facelift followed in winter 2012. The fun, frugal Fiesta lives on.



The Mk7 Fiesta Zetec S is still available to buy new to this day



+ TECH SPEC

MADE BETWEEN

2004 to 2007

POWER

153bhp

TORQUE

266lb.ft (295lb.ft overboost)

0-60MPH 8.7 seconds

TOP SPEED 137mph

ENGINE

2198cc, four-cylinder, 16-valve Duratorq TDCi, common-rail injection, turbocharger, intercooler, chrome tailpipe

TRANSMISSION

Front-wheel drive, MMT6 six-speed manual

BRAKES

300mm discs (front), 280mm discs (rear), ABS, EBA

SUSPENSION

MacPherson strut front/Quadralink rear suspension, uprated dampers, 15mm lowered coil springs, anti-roll bars,

WHEELS AND TYRES

7x18in 16-spoke alloys, 225/40R18 tyres

INTERIOR

Part-leather heated front seats (optional leather/Recaro fronts), leather steering wheel, climate control

EXTERIOR

Mondeo saloon, hatchback or estate, ST220-style bumpers, grilles, flared front wheelarches, side skirts and rear spoiler

+ HISTORY

Ford's first attempt at an overtly sporty oil-burner was a cynical yet effective tool that makes as much sense today as it did when it was launched in July 2004.

Destined only for the UK, the Mondeo ST TDCi was exactly what the market wanted – an economical large Ford with a high-performance image.

The ST TDCi was a perfect blend of ST220 bodywork (in saloon, hatchback or estate form) and run-of-the-mill Mondeo diesel underpinnings. Its box-stock 2.2 Duratorq engine produced 153bhp and 265lb.ft torque, and a well-chosen six-speed transmission meant mid-range performance to equal the flagship petrol-powered V6.

Meanwhile, the ST220's styling - including 18in alloys, bodykit and even Performance Blue paintwork option - meant only the single exhaust tailpipe gave the game away. Okay, the ST

TDCi's cockpit wasn't as plush, but ST220 Recaros were desirable.

Who cared that the 15mm lowered springs sat on standard Mondeo suspension? The ST TDCi offered an enjoyable experience, along with 46mpg, pocket-money running costs and an easy remap to 180bhp. You'd be hard pushed, even today, to argue against something this cheap, practical and as pleasurable to own.



The Mondeo ST TDCi was Ford's first attempt at a sporty diesel

BUYING + OWNING



Like the petrol version, the Mk3 Focus ST TDCi is available as an estate too

FOCUS ST TDCi

+ BUYING

If you're buying a Focus ST TDCi, you've little choice other than to visit your nearest dealer and order a car brand new. Okay, you may get lucky and find a bargain ex-demonstrator, or perhaps you'll settle on purchasing through an online broker.

Yet it always pays to choose carefully. The ST TDCi is available in five-door hatchback or estate bodystyles, the latter at a £1,100 premium. Barter hard and you could close that gap – and bear in mind the wagon will retain more value when it comes to selling on.

You'll also be wise to choose the ideal spec for

higher residuals, but choose wisely as ticking all the boxes will significantly ramp up the overall purchase price.

The basic ST-1 (with grey seats) is least desirable; punters will pick between ST-2 (partial leather with bolsters in Tangerine Scream, Performance Blue, Smoke Storm or Race Red) and ST-3 (full black leather plus cruise control, 8in touchscreen, Rock Metallic alloys, red calipers and illuminated scuff plates). Adding options (eg 19in rims and 335mm front brakes rather than Active City Stop) and picking the right colour makes most sense; Frozen White is fashionable now, but will it be the same in three years' time?



Buy new or second-hand? That's your biggest choice with the Zetec S TDCi

MK7 FIESTA ZETEC S TDCi

+ BUYING

Budget will be your biggest deciding factor – buying new means a big premium, but you'll benefit from the full manufacturer's warranty and finance deals. It's worth checking for pre-registered demonstrators or prices at car brokers.

If you're buying used, don't get fixated on the mildly-more powerful later model – you'll struggle to feel the difference.

Choose between three- or five-door bodywork (will you sacrifice sexier styling for practicality?) and don't rule out the identically-engined Fiesta Titanium either. It's also worth looking for a Street Pack (privacy glass and side

skirts), City Pack (rear parking sensors and power-folding mirrors) or Interior Pack (scuff plates, gearknob etc) where possible.

Avoid anything with dodgy history or signs of accident damage or rust – especially on the bottoms of the doors and around the rear wheelarches. Take a test drive, checking for transmission trouble (nasty noises, clutch slip or difficulty changing gear), and feel for excessive brake pedal travel – if it's too low, it probably needs a new master cylinder.

Listen for a whining water pump, and check there's no juddering through the steering – most likely caused by a buckled alloy wheel.



The ST TDCi sported the same bodykit as the ST220

MONDEO ST TDCi

+ BUYING

Mondeos wear their mileage well, and it's easy to hide the age of an intergalactic example. Many an ST TDCi has been used as a minicab so beware of clocked or abused examples. If the interior and/or bodywork is scabby, it's safe to assume the Mondeo has covered more than 150,000 miles.

Walk away from a smoky engine – blue smoke could be caused by turbo seals, while black will likely be fuel injector faults (often accompanied by poor running); injectors cost £200 each plus programming, and need to be replaced every 60,000

miles. Don't buy a TDCi with a glow plug warning lamp staying lit.

Nasty noises can be even more critical. Duff auxiliary belt tensioners cause rumbling at the front of the engine, while a tired timing chain will rattle. Clattering from the clutch or starter motor is most likely a knackered dual-mass flywheel, accompanied by large repair bill.

It's also wise to check for corrosion around the doors, rear wheelarches, tailgate, bonnet, and inner wings.

Finally, there's no shortage of Mondeos, so shop around for the right spec. Some early cars lacked heated front seats, but ST220 Recaros were wonderful.

+ OWNING



The TDCi version is likely to face the same faults as the petrol-powered ST

Well, what can we say? At the time of going to press, we'd never driven an ST TDCi in anger, and the Ford scene's top tuners were all waiting to get their paws on an example too. Reporting on an ownership experience would need to be an educated guess at this point, but if the petrol-powered Focus ST is anything to go by, you'll not face many issues.

Rattly interior trim is likely, and illuminated sill strips may fail. Standard-fit sound symposers (which play an enhanced engine note into the cabin – welcomed in the diesel's case) may play up, as do auxiliary gauges and dual-zone climate control.

You'll of course need to

maintain all of the servicing requirements, you'll drive it hard to avert any DPF problems, and ensure any warranty issues are dealt with promptly. The outgoing ST's MMT6 gearbox has had a few selection problems, and other owners experienced bad running, lack of boost, stalling and poor fuel economy resulting from broken wiring and/or looms.

As always, fast Fords are a target for thieving scum, so invest in a little extra security and make sure your ST is insured to the hilt.

+ OWNING



The Zetec S boasts an enviable equipment list

Zetec S ownership should be pretty pain-free – the ultra-reliable TDCi costs pennies to run. Change the oil regularly and you should avert any engine or turbo troubles.

Still, you may experience electrical niggles from the steering wheel audio controls/display, airbag/seatbelt warning lights, windscreen washers (due to a trapped hose) or tailgate release button – caused by water getting into the microswitch. Keep an eye out for leaks into the boot and spare wheel well, along with damp cabin carpets resulting from loose door rubbers.

Interior trim is prone to rattling, often from the A-pillars, dashboard, heater

controls and seats; carefully-inserted foam is the cure. The steering column may also clunk – probably due to a slack pinch bolt.

Sticky fuel filler flaps are a common problem, and the official remedy from Ford is to simply chop off the upper lug.

The only real worries with the Zetec S's TDCi unit are misfires, most likely caused by leaky injector seals. You may also notice blips from the DPF (post-2010 cars), especially if your journeys are mainly short – give it the occasional blast to make sure the filter doesn't get clogged up, and bear in mind replacement is pricey.

+ OWNING



Mondeo's wear mileage well so if it looks tatty inside, walk away

If you've bought an ST TDCi, you'll no doubt already know about the worries of DMF (dual mass flywheel) and injector faults; best to budget for their replacement at some point of ownership.

Gasping sounds could be caused by blown turbo/intercooler hoses, along with loss of power. You'll also experience EGR valve failure (probably more than once), so if the car's running badly, smoking or throwing on engine codes, cleaning the EGR valve is a good start. Blanking it off may work, although be aware of the differences between early and late ST TDCis (Euro III or Euro IV emissions) and any resulting issues.

Be sure to stay on top of servicing. The timing chain should last 100,000 miles-plus, but replace the fuel filters and engine oil regularly (fully synthetic), and auxiliary belts and tensioners before they become rattly.

Everything else is general Mk3 Mondeo stuff. Wheel bearings and rear brake calipers are annual annoyances, as are rear subframe bushes on saloons and hatchbacks – replace them with Powerflex polyurethane for peace of mind.

Finally, keep the steering geometry aligned – otherwise you'll kill too many very expensive 18-inch tyres.

+ MODIFYING



The ST TDCi has a factory fit 335mm brake option

Tuning a Focus ST TDCi? A crystal ball would be your wisest first purchase – at the time of writing, there's nothing more than a couple of remaps available for the car.

Still, you don't need to be a fortune teller to predict a pattern of upgrades. Chances are, you'll begin with a remap of the ECU. The ST TDCi was tweaked by Ford to make 23 per cent more power than the regular 147bhp Focus 2.0 diesel, using unique calibration, new intake and sports exhaust. Even so, it's likely the stock software will contain safety features, and initial remaps will be cautious – so you'll probably experience greater gains from a specialist

aftermarket Ford tuner.

Uprated exhausts and air filters are in development (based on parts for the existing TDCi or petrol ST), and a decat pipe may make a few gains. A larger intercooler will allow you to run more boost; added to a hybrid turbo and another remap, an ST TDCi will make the power of a petrol ST.

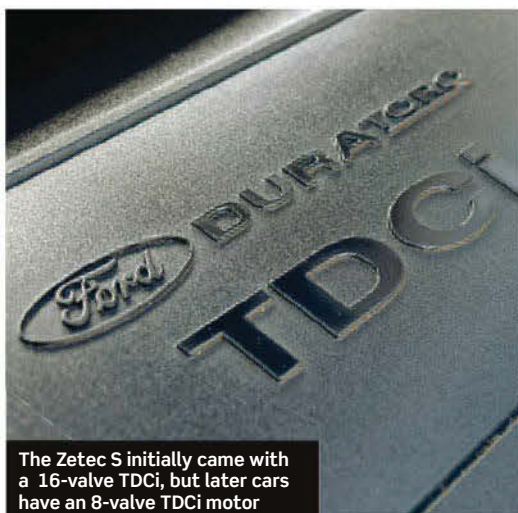
The rest of the derv is almost identical to its petrol counterpart. The Durashift MMT6 six-speed has the same short-shift but houses ratios to suit the low-revving diesel engine. The clutch will withstand a remap, but we'd think about uprating if big torque is planned. A Quaife limited-slip differential could be beneficial, although we

heard unfavourable reports in the last ST250 due to its vague steering and bushes.

For the new STs, Ford revised the power steering's calibration, along with adding stiffer bushes to the front suspension arms, rear spring links and engine mounts. Even so, it's probable that polyurethane replacements will be another step up. The stock front springs and dampers have also been revised, but the car will look better on Eibach lowering springs or a set of coilovers.

Stock ST brakes will be fine, especially now there's a factory 335mm option. Add Ferodo DS2500 for track days, or six-piston calipers to look great behind Ford's new ST 19in alloys.

+ MODIFYING



The Zetec S initially came with a 16-valve TDCi, but later cars have an 8-valve TDCi motor

It's easy to be confused by TDCi powerplants, especially when you consider the later-model Fiesta 1.6 (from spring 2010) featured an eight-valve unit rather than the previous 16-valver.

Nevertheless, there's little to choose between engines from a performance perspective (the earlier car had 88bhp and 156lb.ft; the successor gave 93bhp and 147lb.ft), but ensure yours has the latest ECU flash to ensure misfires are minimal.

From there, aftermarket software is obvious – expect to gain an extra 20bhp and a chunk more torque, whether you choose the traditional remap or one of the market's many (less-sophisticated)

diesel tuning boxes. Of course, you'll also want a performance panel filter or induction kit plus a sports exhaust and downpipe.

Want more? Invest in a big front-mounted intercooler from Airtec/Sico Developments, and speak to your chosen tuner about a hybrid turbo; with a custom remap and larger (Focus) injectors, you should see over 150bhp. And with a higher-pressure pump, big-valve head and tubular manifold, 200bhp-plus is feasible, albeit costly.

At this level you'll need a Quaife limited slip differential and four-paddle clutch, but otherwise your transmission can stay standard.

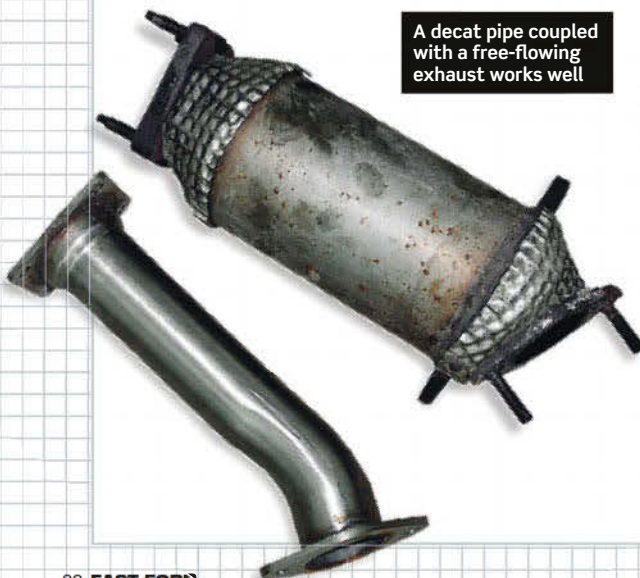
Similarly, the Zetec S's

stock suspension (10mm lower than other Mk7s) is sharp but too high. Eibach 30mm lowering springs are the solution, or coilovers for an even sportier ride.

Eibach's anti-roll bar package and/or a front strut brace will tighten the chassis, and polyurethane bushes (particularly an uprated torque mount) are ideal.

Zetec S anchors are adequate, especially with fast road pads, while Focus ST170 300mm front discs and calipers are excellent. They'll fit behind the stock alloys, although 7.5x18s (35-to-45mm offset) fit with ease – even better with Lightning Motorsport's 10/12mm spacers or TGST's amazing wide-arch bodykit.

+ MODIFYING



A decat pipe coupled with a free-flowing exhaust works well

Some Mondeo ST TDCi owners will have you believe their car is faster than an ST220. And, while that's not true, there's still plenty you can do to ensure your oil-burning ST can out-drag its petrol-powered counterpart.

Begin by blanking off that pesky EGR valve, then invest in an aftermarket remap. Ideally use a Ford specialist, but even a cheap tuning box will give measurable gains. Dreamscience's remaps are particularly well-liked, with 180bhp, 350lb.ft torque and improved drivability.

The next step is a high-flow air filter or cold air induction kit, followed by full exhaust system (JP's is regarded as the best) and a

decat pipe.

A beefier intercooler works well; use the Focus ST(225) item which adds about 5bhp/30lb.ft on its own. Invest in a custom remap, and you'll easily see 200bhp without detriment to fuel economy.

A hybrid turbo is next, although you'll see diminishing returns for your cash. A Garrett GT17/21V has been shown to make 230bhp, and 300bhp is technically possible.

The standard Durashift MMT6 gearbox will take any abuse, but the same can't be said for the DMF. A solid flywheel conversion can be tackled with Ford Transit components, at the expense of harshness. In contrast, an

off-the-shelf Quaife ATB will make a smoother drive.

Despite the ST TDCi's ST220-type appearance, its suspension was stock Mk3 coupled to 15mm lowered springs. You'd make improvements by fitting ST220 wishbones, steering and so on, but the easiest solution is a set of quality aftermarket springs and dampers and Powerflex bushes in selected spots – especially the rear subframes of saloon and hatchback models.

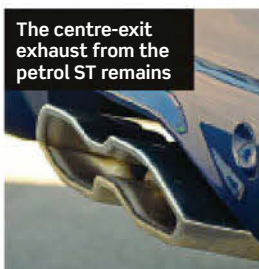
Standard Mk3 300mm front stoppers can be improved with fast road pads, but fit Focus ST225 calipers and carriers instead, along with braided hoses for improved pedal feel.

3 OF A KIND

DIRTY DIESELS



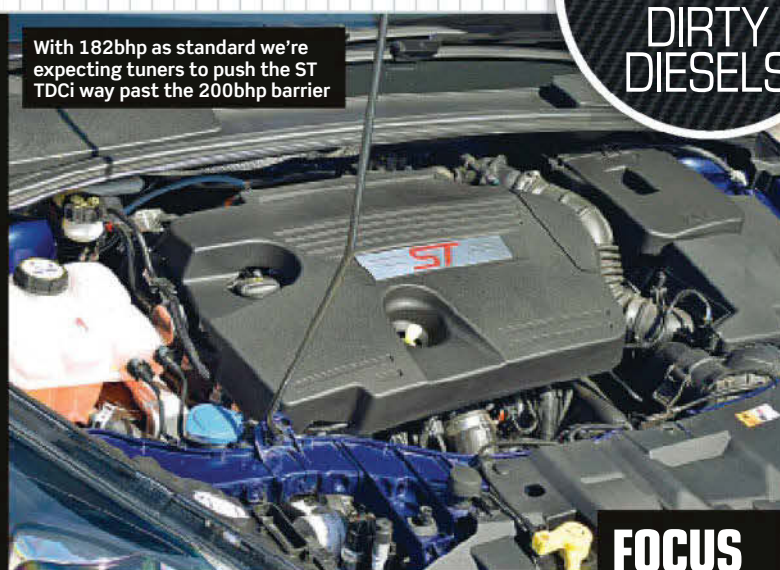
The ST TDCi's six-speed gearbox has ratios tailored to suit the low-revving diesel



The centre-exit exhaust from the petrol ST remains



Full colour dash display is the same as in petrol STs



With 182bhp as standard we're expecting tuners to push the ST TDCi way past the 200bhp barrier

FOCUS ST TDCi

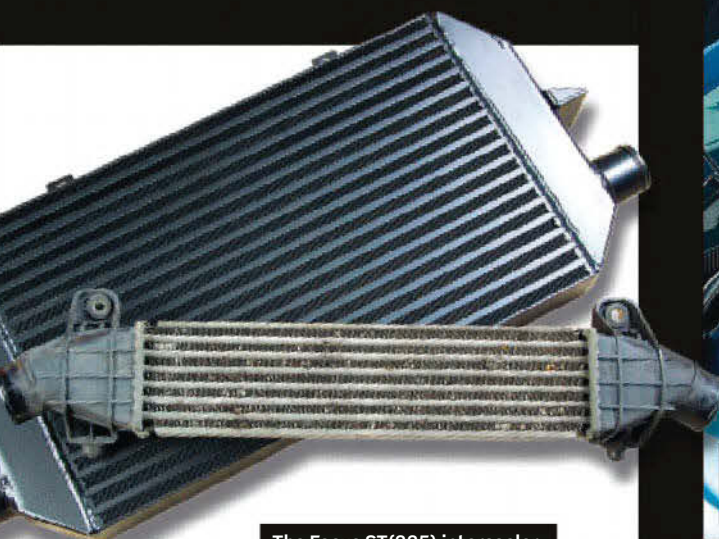


The Zetec S is 10mm lower than other Mk7s, but still needs lowering

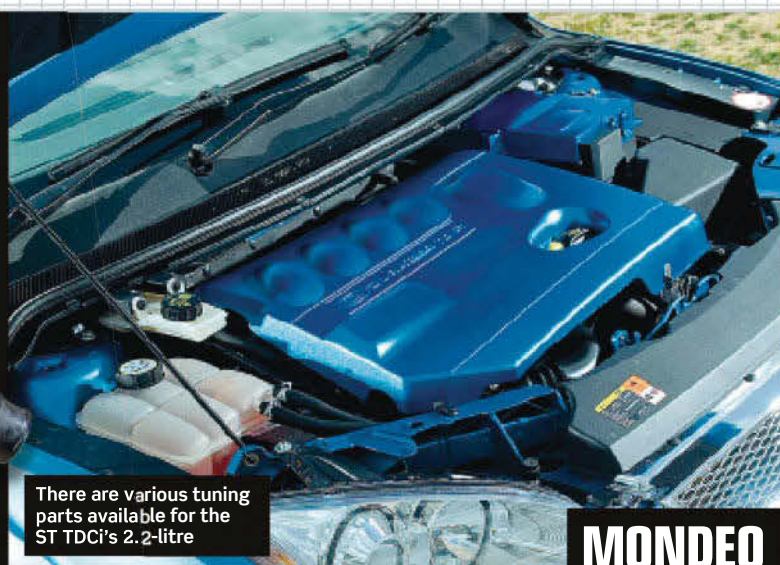


A few well chosen mods will give 150bhp

MK7 FIESTA ZETEC S TDCi



The Focus ST(225) intercooler fits the Mondeo ST TDCi



There are various tuning parts available for the ST TDCi's 2.2-litre

MONDEO ST TDCi

3 OF A KIND

DIRTY DIESELS

CONCLUSION

+ ALSO CONSIDER

FOCUS 2.0 TDCi

If your budget won't quite stretch to a Focus ST, the regular TDCi is the next best thing. It uses the same basic underpinnings and 2.0 powerplant (161bhp, 251lb.ft and 135mph) and remaps to over 200bhp if you pick the right tuner.



TRANSIT CUSTOM SPORT VAN

Do the derv thing as Dagenham intended. If it has to be a diesel, you'll not get better than a Transit, and the Sport Van tops the lot – 153bhp, 2.2-litre Duratorq, 18in alloys, bodykit and Shelby stripes. It's mappable to nearly 190bhp – what's not to like?

FORD MONDEO 2.2 TDCi

The most muscular diesel Mondeo is also one of the meatiest models to date, packing ST-crushing 197bhp and 310lb.ft torque (with 332lb.ft overboost) to make 143mph. Buy a Titanium X Sport for top kit, and bag a remap to make 225bhp.



+ CLUB CONTACTS

Fiesta Mk7 Owners' Club
fiestamk7.co.uk

Ford Fiesta Zetec-S Owners' Club
www.zsoc.com

Fiesta Club of Great Britain
www.fiestaclubgb.co.uk

Mondeo ST Owners' Club
www.mondeostoc.com

ST Drivers
www.stdrivers.co.uk

ST Owners' Club
www.stownersclub.com

Turbo Diesel Owners' Club
www.tdocuk.com

Focus ST Owners' Club
www.focusstoc.com

Focus ST.org
www.focusst.org

ST Nation
fordstnation.com

+ TUNING CONTACTS

TG ST
01934 750320
www.tgst.co.uk

Lightning Motorsport
07852 283216
www.lightningmotorsport.co.uk

SCC Performance
01727 867747
www.focusrparts.co.uk

Dreamscience
01482 224433
www.dreamscience-automotive.co.uk

Auto Specialists/Airtec
01375 850062
www.autospecialists.co.uk

Sico Developments
www.sico-developments.co.uk

Collins Performance
01260 279604
www.collinsperformance.com

JW Racing
0845 123 2829
www.j-w-racing.co.uk

+ EDITOR'S PICK

"Now this isn't easy. From my limited knowledge of the Focus ST TDCi, and from my experiences behind the wheel of the petrol version, I am seriously tempted to say the Focus is the car I would choose. But I haven't actually driven one yet (I plan to very soon!) so I can't comment on the driving experience. Plus, the price being equal to that of the petrol car puts me off somewhat – I don't know why but I'd want the diesel version to be cheaper.

The Fiesta, cracking little car though it is, is simply too small for me, so I'd have to say I'd go for the Mondeo. That's not really that much of a surprise given that I already own an ST220, and the ST TDCi shares many of the same creature comforts, but with the added benefit of decent fuel economy. The potential repair costs do frighten me, but a looked-after ST TDCi is a fast, comfortable, and reliable car. And at current prices they offer seriously good value.



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Fiesta Mk7 1.6Ti-VC	£633	SAVE £200	Focus Mk2 RS	£1,008	SAVE £250
Focus Mk1 ST170	£553	SAVE £150	Full system	£1,884	SAVE £250
Focus Mk1 RS	£778	SAVE £200	Mondeo ST220 V6	£701	SAVE £150
Kuga	£599.95	SAVE £200	Puma Racing	£504	SAVE £150

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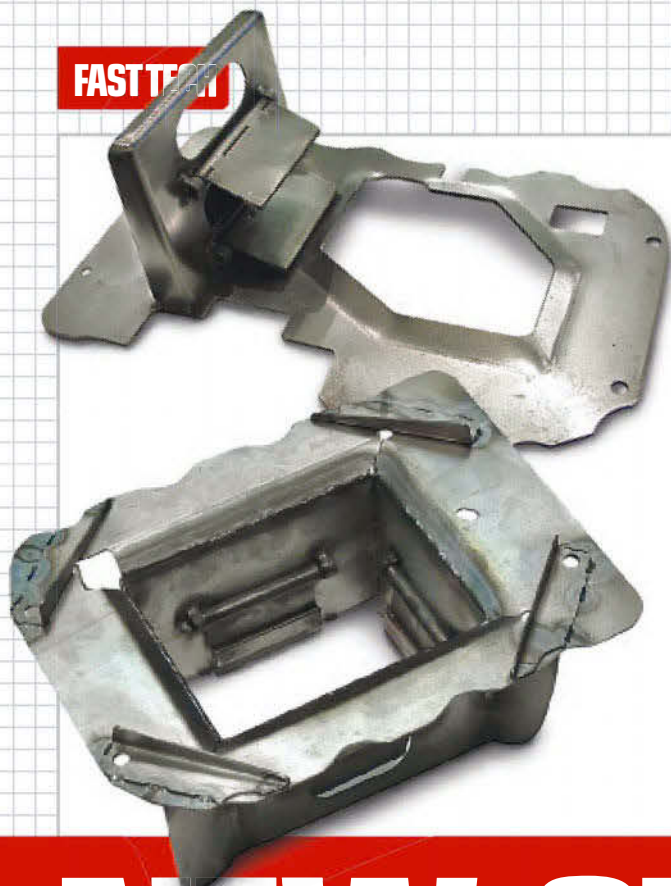


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Burton Power has just released these sump baffles for the Cosworth YB 2WD and 4WD engines. The baffles are designed to fit within the standard original sump and help reduce the oil surge that is commonly experienced under heavy cornering, acceleration and braking. These baffles are recommended for street use, but are a must for track and race cars using a wet sump system.

The 2WD version is available as part number SC1265 at £149.95, and the 4WD item is part number SC1266, costing £124.99.

Discounts are available if purchased on-line from the Burton Power website.

www.burtonpower.com



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Muc-Off's Uber Wax kit is the company's most advance wax to date. Featuring a high concentration of pure North Brazilian Carnauba, natural oils, and a blend of quality materials, Uber Wax provides a smooth hydrophobic surface that is resistant to road salt, UV rays, and industrial fallout. It's easy to apply and buffs off effortlessly, to leave a rich deep shine that not only looks good but will protect the paintwork too.

www.muc-off.com

NEW STUFF

LATEST GEAR ON THE BLUE OVAL SCENE

AMD

**FOCUS ST EXHAUST
AND REMAP**

£POA

AmD are at it again – offering superb exhaust and remap combo packages. This time the deal is for the Mk3 Focus ST, and if you buy a Cobra Sport exhaust system from AmD you can also bag one of their remaps at the same time for half price! Exact pricing will depend on the exhaust system chosen, but as the AmD remap has been calibrated to work with the Cobra Sport system you know they will work together in perfect harmony. AmD are also offering free fitting on all Cobra Sports exhaust systems, or a 10% discount and free delivery for mail orders!

For more details visit the AmD website.

www.amdtuning.com



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The new Clarion CZ505E headunit is an affordable stereo that will bring DAB radio to your car for just £169. In addition to DAB radio, the unit also offers CD/MP3 playback, has front-mounted USB and mini-jack ports to enable easy plug-and-play of iPhone, iPod, and other mobile music libraries, and it comes with built-in Bluetooth for hands-free calling and wireless music streaming from Bluetooth-enabled mobiles! In short, it does pretty much everything you'd want it to, and all for just £169.

www.clarion-shop.co.uk



MOUNTUNE

**FOCUS ST TDCi
INDUCTION HOSE**

£69

The TDCi version of the Mk3 Focus ST may have only just hit the forecourts but mountune have already been busy developing a range of upgrades for the dirty derv. Kicking this off is this high-flow induction hose. Made exclusively for mountune by SamcoSport the hose features wire reinforcement, improves engine efficiency, and looks good too – available in black, blue, red, and yellow.

www.mountunestore.com





M-SPORT TAILORED CAR MATS

£50

WRC giants, M-Sport, have recently launched a range of branded accessories for road-going fast Fords too! Including these rather plush tailored car mats. Featuring a hard-wearing black velour carpet, black leatherette binding, contrasting blue stitching, and the legendary M-Sport logo they certainly look the part. The driver's mat also features a heel pad to ensure longevity too. Available now for various Focus and Fiesta models, with more vehicles being added to the range soon.

www.M-SportStore.com

UPDATE!



M-SPORT AIR FRESHENER

£4

Get the interior of your fast Ford smelling fresh with this new M-Sport car air freshener. The 'new car' scent this will bring a pleasant aroma to the inside of your car while simultaneously showing your support for your favourite WRC team!

www.M-SportStore.com



SCC PERFORMANCE REVO FIESTA ST BIG BRAKE KIT

£1794

Revo may be a name best associated with software upgrades, but the company has recently teamed up with Alcon to produce this big brake kit for the Mk7 Fiesta ST. Featuring huge 332x28mm discs and four-pot calipers this kit significantly improves braking performance over standard, and is lighter too. The kit will fit behind standard wheels, but spacers will be required, and includes everything you need to fit – it even comes with Ferodo pads. The Mk7 ST kit is available now from SCC Performance, but more applications (including Mk2 Focus RS and ST) are due to be released soon. For more info head to the website.

www.focusrparts.co.uk

MOUNTUNE MUSTANG HOSES

mountune's development 2.3-litre EcoBoost Mustang has been in the UK for less than a week, but work has already begun on developing upgrades ahead of the car's European launch in July and its UK launch in October. The standard boost, induction, and coolant hoses have already been identified as areas that would benefit from upgrades, so mountune have been to see silicone hose specialists SamcoSport to start development on a new range of performance hoses. Expect to see the full mountune range of EcoBoost Mustang hoses hit the shelves in August this year.

MUC-OFF PRE-WAX CLEANSER

£15

They say the quality of finish is all in the preparation, and the same is true when it comes to cleaning your car. You wouldn't apply wax to a dirty car, so why apply it to an unprepared surface? This Pre-wax Cleanser from Muc-Off does exactly what it says on the bottle, removing any old waxes, sealants, and microscopic layers of dirt this will leave your paintwork nice and clean and ready for waxing. This means the wax applied will be able to cure and adhere at its optimum, providing the best possible results. Muc-Off recommend using Pre-wax Cleanser in conjunction with their Miracle Shine or Uber Wax products for best results.

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SIMON COLLINS FIESTA ST

+ After driving from Devon to South Wales to buy the perfect example, Simon is now the proud owner of a flawless Fiesta ST. He tells us that all the previous cars he'd viewed looked like they had been thrashed or done a million miles! This one, however, was in fine fettle with a mere 56k miles on the clock and a huge chunk of

paperwork in the car's history folder. It's not totally standard either, as the ST sports a 4-1 exhaust manifold, stainless exhaust system and 200-cell sports cat, and a K&N 57i kit. Simon's not finished yet either, he already plans on fitting some rear axle spacers to improve the handling and also to get the engine remapped.



JASON GARTON MONDEO ST TDCI

+ Jason's tidy ST TDCi looks absolutely stunning! That's because Jason loves nothing more than detailing his fast Ford, and after several coats of colour enhancer and various sealers and waxes it definitely shines! To complement the gleaming paintwork Jason has also had the alloys powdercoated gunmetal grey, tinted the windows, and wrapped the lower part of the front bumper with carbon effect vinyl. But this ST is not all about the cosmetics. Under the

bonnet the 2.2-litre TDCi unit benefits from a de-cat and custom exhaust from MIJ, as well as a custom remap. All of which means this mile-muncher kicks out an impressive 189bhp and bucket loads of torque to go with it!



BRADLEY LILLEY FOCUS ST

+ This well-modded Focus ST is actually Bradley's first foray into fast Ford ownership. Since becoming a Blue Oval owner Bradley has started reading *Fast Ford* (good man!) and over the last 12 months he has picked up some tricks of the trade to make his ST even better. Under the bonnet lurks a full Mountune MP290 conversion, coupled to a Mountune inlet manifold, Focus RS injectors and spark plugs, a full Focus RS clutch kit, three-inch turbo-back exhaust system, Airtec Gen 3 intercooler, Dreamscience induction kit, and the whole lot is controlled by a Dreamscience Mod-XRS remap! With that lot in place Bradley guesses the power to be around 315-320bhp. The ST may already wear a few styling tweaks such as the Zunsport grilles, Triple R splitter, and Loder rear diffuser but Bradley plans to improve the looks further by widening the stance and fitting some wider wheels very soon too.





CHRIS LOCKE FIESTA ZETEC S

+ Sitting low on AP coilovers and with those fantastic Axe EX8 alloys poking out from the arches, Chris' Zetec S looks the business! Ultra front and rear lights, a Fiesta Freestyle front grille, pressed plates, wind deflectors, and a Triple R front splitter all add to the low-slung sporty stance. Under the bonnet the original 1.6 Zetec SE remains in favour of Puma power, but has been treated to a

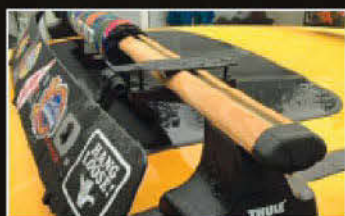
cat-back exhaust and K&N air filter to help produce a healthy 118bhp. Upgraded Fiesta ST brakes keep it all in check, while Fiesta Si seats retrimmed in leather along with leather doorcards from a Fiesta Black add a bit of luxury to proceedings too!



ANDY RUSHTON FIESTA ST

+ The latest Mk7 Fiesta ST has taken not just the Ford-tuning world, but the entire performance car scene by storm, and looking at Andy's example it's not hard to see why! Thanks to a selection of simple bolt-on upgrades including an Airtec intercooler, Milltek exhaust, and Auto Specialists induction kit Andy's ST is now producing 242bhp! To

ensure the chassis can handle the increase in power – and therefore speed – Andy has wisely fitted lowered, stiffer suspension and a set of K-Sport 304mm brakes too! The Team Dynamics rims, front splitter, and painted exterior plastics are enough to give the overall appearance a subtle lift but without detracting from the Fiesta's already good looks.



BRIAN REICH FOCUS ST

+ The Americans have really got their teeth into the Mk3 Focus ST, and with so many modded examples in the US owners have to work hard to make their ST stand out. But thanks to a Tiki/surf theme Brian has definitely achieved that with his Focus! The EcoBoost motor has been tuned with a Mountune intercooler,

Buschur Racing charge pipes, FSWERKS Cool-Flo intake, and a Cobb handset loaded with a Mountune calibration. The stance is achieved by dropping the ride height on a set of BC Racing coilovers, and the styling additions come in the shape of Fifteen52 'Cup' spoilers, Street Scene side skirts, and a Triple R front splitter.



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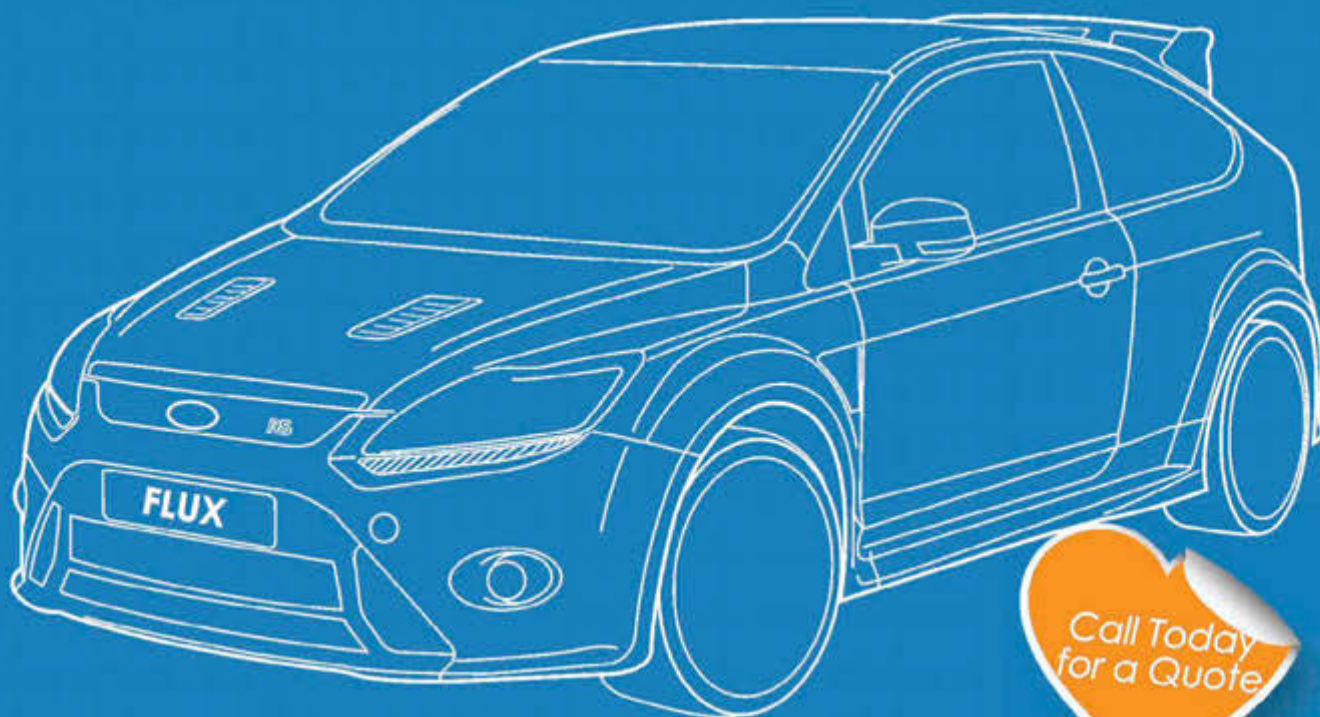
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FORD MULTI-FORUM MEET AT SQUIRES CAFE



WHO

Ford Multi-Forum meet
www.fordmeet.com

WHERE

Squires Cafe, Sherburn
(East of Leeds)

WORDS AND PHOTOS

Jon Cass



The turnout of fast Fords was very impressive!



There were plenty of clubs on display too



The weather warmed up and the sun shone (well, most of the time) for the ever popular multi-forum Ford meet at Squires Cafe...

It's hard to believe just by looking at the sheer number of cars that make the journey to the twice yearly multi-forum Ford meet at Squires Cafe that this event has only been held here for four years. Situated just off the A1 east of Leeds, we've seen it grow from a cosy gathering at its former South Yorkshire location to a previously unthinkable four figure turnout as the word gets round that this is the place to be.

Ford meet organiser, Simon Shipley, and his seven dedicated colleagues knew by the response on the forums they were in for a busy day. "We stopped counting at 1000 cars at 12.00pm," Simon laughs, "and they still kept coming." Over fifteen clubs and a wealth of traders made the journey along with countless convoys arranged from all over the country. As you'd expect with such a great turnout, the range

of cars is as varied as you can get with anything from pristine standard classics through to present day track focused weapons, pretty much anything goes at Squires! The sun shone as the trophies were handed out to the show and shine winners towards the end of the day with plenty of content looking faces to be seen. The event also managed to raise a substantial amount for Prostate Cancer Awareness too, all donated via a raffle and entry fees.

If you missed out on this one, don't worry, the next Squires meet is towards the end of the show season on 27 September this year where a huge turnout is once again expected!

Thanks (The Fordmeet team)

Sadie Simmons, David Williams, John Young, Hannah Powell, Hannah McLennan, James Knaggs, David Proctor, Andy Taylor

ROB CHAPPELL BLUE FIESTA MK7 ST

It takes someone with balls the size of China to turn a brand new car into a stripped out trackday weapon, but it seems Rob Chappell is one such man. "I bought it around a year ago and took it on track almost straight away. I've been constantly making it perform better ever since, but I really didn't intend on taking it this far," he laughs. Often making just one or two adjustments after each trackday, Rob can see if it's been time and money well spent. The ST has been treated to a Quaife LSD, Mountune 318mm brakes, BC coilovers, Eibach anti-roll bars, Corbeau seats and Team Dynamic rims with Toyo 888 tyres. And that brand new interior has been stripped out too, already sold to fund more mods! Roll on a few years and there will probably be many more Mk7s on track, but at least Rob knows his was one of the first to be prepared to this extent!



It's a brave man who strips the interior from a brand new car, but Rob's dedicated to track fun!

Super clean S1 stood out from the crowds



"We stopped counting at 1000 cars at 12.00pm, and they still kept coming"

220bhp 1.9 CVH is neatly installed, complete with wiring tuck too!



CHARLIE TOMLIN S1 RST

With over 1000 cars at Squires, it came as no surprise to see a few nice Series 1 RS turbos on the day. Although some were standard, Charlie Tomlin's neatly modified example caught our eye. "This is actually my second one, I did have another but it was rotten," Charlie tells us, "I ended up buying this better car from Ireland as it was more cost effective than carrying out a full restoration with loads of welding." Not only does it look spotless, the S1 goes well too. The 1.9 steel bottom end, stage 2 turbo, stage 2 head and Cossie management punch out 220bhp and the brakes are Saph Cosworth too. The diamond cut RS 7 spoke alloys complete the look. Keep your eyes open for the full feature coming soon!



RWD Gartrac Mk3 looks like a LOT of fun!



Old school tuned Pinto, complete with twin webbers, sounded ace!

LEE TRAYNER FIESTA MK6

It's strange how things sometimes turn out. And we don't mean this Mk6 Fiesta is strange, far from it, but had things happened differently this car may never have been built. "I bought it as a standard 1.4 Zetec around a year ago," owner Lee Trayner tells us, "I didn't plan on modifying it much, I started just by tinting the windows..." The ST bumpers came next, though these arrived in the wrong colour. "I didn't want to respray the car, so I asked Facelift Autos to do a full carbon wrap," Lee laughs. The custom air ride by Jim Novak and polished Schmidt TH Lines may hark towards the VW scene, but the look is highly effective and despite its 1400cc powerplant, this Mk6 was grabbing attention all day long. The leather VXR seats add a touch of comfort while the tunes pump out from the impressive sound system in the back.



Carbon wrapped Fiesta was grabbing attention all day long



"The range of cars is as varied as you can get"



TODD MURPHY FOCUS RS

Working at a Ford dealership must help keep you inspired when it comes to modifying cars, if nothing else. Todd Murphy (also known as George) had travelled down to Squires from Cumbria, where he also happens to work at a Ford dealers. George has owned RS No. 2254 for two years and although the Focus wasn't entirely standard when he bought it, he's now firmly left his mark on it. "I've added the blue hoses, K&N gen 2 air filter, stainless Milltek system, RS mud flaps and dump valve," he tells

us, "all the dash trim has been hydro dipped, I've painted the rocker cover blue and fitted an ST sub woofer." George also has a tubular manifold and drilled and grooved discs to go on soon, parts obviously not being much of a problem for this guy! "I'm also in the middle of restoring a S1 RST which is keeping me quite busy," he laughs, "that will have a Mongoose exhaust, 17-inch rims and spotlights, but other than that it'll remain standard."



George has put his own stamp on this RS



Blinged-up YB is pumping out 400bhp!



DAVE NEWELL SIERRA SAPPHIRE

We've seen Dave Newell's sweet Saph develop over the past few years and it seems he's leaving no part of this car neglected! Incredibly, this is his first modified car and he's far from finished yet! "I've had standard Focuses and a Sierra LX, but this is the first car I've really done anything with," Dave smiles. The 2WD Saph has 400bhp on tap thanks to a T34 turbo and live mapping by Motorsport Developments. There's anti-lag and acres of chrome under the bonnet with a uniquely styled rocker cover. The cream leather interior looks quite plush too! Dave's most recent addition are the 6 pot front brakes from his Porsche Cayenne turbo, which are apparently very effective! 325mm rear discs, a GT35 turbo, bigger cams and a remap are on the horizon too, this will be one to watch.



That has to be one of the shiniest ST220 bays we've ever seen!



BRANDON LEE WILLIAMS MK2 FIESTA

As a first car, this Riviera Blue Mk2 Fiesta is as cool as they come, especially if you're just 17. Brandon was given this project along with some helping hands by his dad, Dave, shortly after Brandon's mum passed away three years ago. "It was good to have something to keep my head straight and to focus on," Brandon explains. The project began as a tatty base model and with many hours of graft it's become quite a show stopper. The combination of that bright blue paint, stripped out interior and ultra wide banded white steel wheels really stands out and the lowered suspension and ARBs mean it's quite capable on the corners too. As Brandon's an insurance unfriendly teen there's currently a breather on 1.4 CVH under the bonnet, but something with a little more zest will soon replace it!

As first cars go this one is pretty damn cool!



Insurance friendly 1.4-litre remains... for now!





340bhp five-pot really purrs...(see what we did there?)



"Grrrrrr..."

LEE WHITEHEAD FOCUS ST

Most Ford shows will provide at least a small quantity of orange Focus STs so how do you make yours stand out? It seems everyone already has a private plate so the answer can't be that easy. Now, Lee Whitehead may have the obligatory private plate, but since purchasing his ST three years ago, he hasn't stopped when it comes to modifying it. The tiger stripes, Zunsport grille and privacy glass may grab your attention at first, but open the bonnet and that full Auto Specialists chrome bay really does sparkle. It isn't all show either, the RS injectors, 3-inch Milltek exhaust, Airtec intercooler and Pumaspeed stage 3 map add up to produce 340bhp while the clutch, flywheel and diff have all been upgraded to RS spec too to cope with the extra grunt. Lee is planning on installing a full leather interior and new wheels soon so it's bound to stand out even more!



BMW-powered Sierra was a bit different!



Old school Escorts are always welcome



"Over fifteen clubs and loads of traders made the journey"



For when one FRP just isn't enough!

RONNIE WHITE FRP PUMA

The Puma is set to be a future classic for sure and none more so than the Ford Racing Puma. FRPs are a rare car today, so Puma fan Ronnie White decided to build not one, but two replicas. We should also point out the blue one pictured is also his and is a genuine FRP. Well, it always helps to have the genuine article sitting there when you're busy building one just like it! The white liveried replica has been treated to a full FRP interior but still retains its original 1.7 engine, though it's still lively enough on the road thanks to a recent remap. The colour coded Team Dynamics rims suit the FRPs look, though surprisingly Ronnie has given (yes, that's right given, not sold) the rep to his mate Adam Hudson who brought it along today to keep Ronnie's FRP company.



ANDY (STAN) STANDING ESCORT COSWORTH

We all love an Escort Cosworth and when one sits as well as this, it's hard to ignore it. Okay, there are plenty more around with bigger mods, but this one belonging to Andy (Stan) Standing is quite an unusual beast. For a start it's one of the very last Motorsport editions from 1999, it's only recently been rebuilt from circuit to road use, now with a full interior. "It still has the standard turbo and black injectors, but it's still good for 340bhp," Stan smiles, "I've always wanted an Escort Cosworth since I was 12!" Brakes are AP calipers and the camber added to the rear provides a mean stance, the dark contrasting Compomotive helping out here.



Converted from a race car to a road car, this EsCos still has plenty of grunt - 340bhp in fact!



Minty fresh...



Paul's RS1600i has been built for track use!



Zetec on bike carbs is a real NA screamer!

PAUL RS1600i

As values of the Mk3 Escort RS1600i rise at an alarming pace, it's cool to still see the odd highly modified example still around. This '16i has belonged to Paul from Hull for some ten years now, and don't worry, this is no concours car turned track weapon, it was a real snorter back in 2005 when Paul first got his hands on it! "The original engine was tired so I took it out and replaced it with a 2.0 Zetec from a Mondeo bought from a mate," Paul explains, "the shell began to look tired after a while, so I took the engine back out and started a full resto." Since that time, the shell has been treated to new floors and panels. The Zetec has been rebuilt and tuned by Bogg Brothers and runs with a Megajolt ECU and Yamaha R1 carbs. RS Turbo front brakes and XR4i rears help slow it down while on the inside the flocked dash, sports seats and digital dash all hint at this car's motorsport intentions. A full roll cage is due to go in soon too. RS1600is were built for the track, and it's nice to see this one still gets for that purpose!



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CORTINA

CORTINA 2.3 GHIA S



1981, 44,000 miles, £3,995. V6 engine. Oyster gold. No MoT. Stored in dry garage. Bodywork very good. The Ghia S is one of the rarest cars left in existence. Cheshire. 07932 910099 (PB)

CORTINA CRUSADER 1600

£2,000 ovno. Automatic, currently on SORN, MoT until September it has tie-bar bushes, anti roll-bar to tie-bar link, rear brake shoes & cylinders, front brake calipers, valve stem seals, fuel pump, welding to O/S/F chassis rail O/S/R chassis rail, boot floor above fuel tank, boot floor to rear panel N/S/R boot floor above rear exhaust & O/S & N/S outer front seat mountings. 01306 884449

CUSTOM

CUSTOMLINE



1951, 80,000 miles, £11,995. Imported from the states last year. Dry state car that is in excellent condition. A lot of money spent to make sure she is a nice useable classic. Tel 07718998497. 07718 998497

ESCORT

16V 1.6i



1997, 40,000 miles, £650 ono. 16v 1.6i, 5 speed, alloy wheels, excellent condition throughout, 1 previous owner, MoT, serviced, genuine motor, drives beautifully. W Yorkshire. 01924 262517

ESCORT ECLIPSE



1990, £300. 1300 ohv engine, Stolen recovered, cat c, therefore no docs and needs vic test. Needs repair to passenger wing, door frame and other minor issues. Lancashire. 07952 891604

ESCORT MEXICO MK 1

1975, £14,000. Needs work. No MoT. Good project. No time wasters. Bedfordshire. 07910 874975 (PB)

ESCORT RS1600i



1982, 82,000 miles, £4,750. MoT March 2016, currently SORN. Still running twin coils. New clutch and recent cam belt. Ready to use, more info and pictures available. Hants. 07920 165601

FALCON

FALCON



1960, £12,500. Metallic green, wheels by Curtis Speed, de-badged, lowered, new tyres, moon gauges and steering wheel, featured in Rod and Custom (USA). Built in Californai using a rust free car. Cheshire. 01612 928270

FIESTA

FIESTA MK3

1995, £350. 1.3LXi, silver, 5 door, long MoT, new tyres, alternator, exhaust, radiator, brakes, was previously elderly owner, have had this car years, used as second car, had outlasted several other cars, new radio. London. 020 8361 8154

GRANADA

GRANADA

1992, £Call with offers. Off side front wing in Good Condition. Also Daihatsu 4 Track Front Wings in Good Condition. Bristol. 07510 171711

GRANADA MK3 ESTATE

1994, 200,000 miles, £750. 2.0 DOHC LPG. Converted estate. MoT Feb 2016. Paint and lacquire peeling on front wings. Minor dents and scratches. Still a good workhorse. Possible future classic. Suffolk. 07985 481757 (PB)

ORION

ORION 1.6 GHIA

1988, £500. Needs Some Attention. 6 Alloys-Sun Roof. Excellent Body Work for the year. Glos. 07900 930006

ORION 1.6i GHIA



1984, £2,200 ono. Rare car. In good condition overall. Lots of recent parts. Bodywork requires slight attention. Sold with 12 months MoT. Currently SORN. Phone for more information. Cornwall. 07813 648496 (PB)

POPULAR

POP 100E

1959, £700 ono. 2 door, spares or repair rolling shell, or restoration, hot rod, needs welding, all class inn, XDM 455, some old paper work, no engine or box. This is a project car not a weekend put together. Cheshire. 07946 464315

PREFECT

PREFECT

1953, £2,300. Black with red leather interior. New tyres, battery, track rods ends. Otherwise original. Steering box. Somerset. 07873 489403 (PB)

SCORPIO

SCORPIO COSWORTH ESTATE



1998, 58,000 miles, £4,250. Aubergine metallic with black leather interior. Only 2 owners, in fantastic condition. All extras fitted plus special Ford 16" Multispoke alloys. MoT. 200BHP supercar, awesome performance. Price includes cosse saloon, MoT. Wiltshire. 07901 710129

SEDAN

SHOEBOX



1950, 80,000 miles, £10,500. Imported from the states last year. 2dr. This was a black plate, one owner California car. Excellent driver condition and has had a lot of money spent, nice useable classic. Westlands. 07718 998497

SIERRA

SIERRA XR4X4



1988, 128,000 miles, £4,000. One owner since 1989, garaged. Full service history since '89. No expense spared to keep in excellent condition. Partial restoration at 122,000 miles (2006) included full respray in original colour. New clutch fitted 2012. New tyres and S/steel exhaust, MoT July. Price includes lots of spares including some body parts and most lights. West Sussex. 01403 255712 (HP)

THAMES 300E VAN

THAMES 300E VAN



1956, 10,847 miles, £5,000. MoT & TAX Exempt Original Number Plate Runs well Good Condition Modified 1.6 xflow GT Gearbox 105 Anglia Back Axle Cortina Front Legs 4 Pot Calipers. Orkney. 01856 831409 (JW)

THUNDERBIRD

THUNDERBIRD LANDAU



1971, 85,000 miles, £14,000 ono. Automatic, fully loaded, documented history, Florida import, well maintained, drives perfect, very original, excellent condition throughout. Cyprus. 07956 251328

TRANSIT

FORD TRANSIT MK2 RECOVERY TRUCK

1985, £1,000 ono. Spec lift ex Tenby Ford, needs restoring, 2.0 petrol, comes with spare engine, starts and drives fine. Mid Glam. 07973 380612

VEHICLES WANTED

FORD CAPRI MK 1 3 LITRE

Wanted. Private, genuine buyer. Any condition considered. Please phone. Cornwall. 07769 632729 (RB)

PARTS FOR SALE

CHROME PARTS



EPOA. Two pairs of wing mirrors, 5 hub caps for Ford Consul or Zephyr, AA badge, Peugeot grill badge, all good condition, ring for prices. Merseyside. 01514 267709

ESCORT MK3

EOffer. Large collection of new Mk 3 Escort spares. New Weber twin choke, full exhaust, shocks, brakes, wheel bearings. Plus few second bits. Heater, pumper parts. London. 020 8361 8154

FIESTA ST MK6

£360. Front bumper complete with all grills and fogs, also rear bumper complete, all clips and mountings intact, black in colour. West Midlands. 07543 168152

FORD ESCORT MK2

EPOA. Seat belts, complete inner and outer gearbox rubbers, Mk2 mirrors driver's side, black and chrome, alloy engine mounts and alternator brackets, set of RS Focus Mk2 wheels in white. Somerset. 01458 834140

FORD PARTS

£300. Crossflow cylinder head, gas flowed with d valve springs, twin Dellor carbs on hi flow ally manifold. West Sussex. 01243 698810

FORD V8 PILOT



£95. Dynamo with fan blades. Perfect working order. Tested. Northamptonshire. 07747 636421 (RB)

MK 3 CAPRI PARTS

EVarious. Tow bar assembly £20, 3 x pair rear lamp £15 a pair, 1 pair door trim panels (grey /white-blue check rear seat back rest & rear side panels £20, plus other parts. 01306 884449

MK 4 ESCORT PARTS

EVarious. 1 pair front door mirror (mat black) £10, 1 pair front door electric window regulators £15. 01306 884449

SUNVISOR



£115 plus postage. External, metal. Merseyside. 01514 267709 (RB)

PARTS WANTED

CAPRI 1600 GT MK1

1972, Wanted. Crossflow air box, complete. West Midlands. 01217 484653

FORD FOCUS RS MK1

2003-04, Wanted. Original sparco, rubber pedal inserts, brake, clutch and accelerator. Thanet. 01843 296291 (MC)

FORD GRANADA MARK 2

1985, Wanted. Set mud flaps. Inverness. 07710 885463 (PB)

T5 GEARBOX TWD

Wanted. For V8 conversion into my Capri. Cheshire. 07920 038553

TOW BAR

Wanted. For 1995 MK3 Fiesta, must be excellent condition or unused. London. 020 8361 8154

MISCELLANEOUS

AUSTIN J40 PEDAL CAR



1950, £3,250 ono. This car has been professionally restored regardless of cost. A lovely usable investment. Shropshire. 01746 765134

GARAGES/WORKSHOPS

EPOA. Classic car enthusiasts dream. Freehold. Total 2,000 sq ft with licensed residential caravan. Good investment. Might Let. Serious enquiries only. East Sussex. 01435 864776 Evenings (PB)

GEARLEVER MOTIFS



£6 each inc post. Getrag dog leg self adhesive motifs for top of knob. Strong lasting adhesive and quality, in white or black, approx 1in diameter, call/text after 7pm. Cumbria. 07930 162180

JOHNNY LIGHTNING 007



£75 ono. James Bond 007, set of six mint unopened cars from movies. Corvette, Aston Martin, Ford Mustang, BMW Z3, BMW Z8, 57 Chevy Belair. Die-cast bodies/chassis, Cragar mag rims, rubber tyres. Cumbria. 07930 162180 After 7pm. (PB)

RFR 933

EOffer. Private registration for sale on retention and ready for transfer. Bath. 01225 852852 / 07840 400569 (PB)

MISCELLANEOUS FOR SALE

4 CORGI CARS



£150 the lot. For the 1126 Corgi Major Ecurie Ecosse Transporter. 152S BRM, 151A Lotus Le Mans, 150S Vanwall, 218 Aston DB4. In rep box. Free postage. Surrey. 07580 313669 (RB)

510 PPH

EPOA. Registration number, reads STOP PH or as is, on retention, ready to transfer, offers please. 07840 400569

AA & RAC BADGES



EVarious. Nice condition. AA, £30 each. RAC, £35 each. Both including UK p&p. Somerset. 01761 470607 (RB)

BRASS BULB HORN



£70 ono. Universal attached mounting bracket. Good loud sound. Somerset. 01761 470607 (RB)

CHERISHED REG



£3,250 ono. Great private registration - Harry. Ideal investment. Staffordshire. 07583 613521 (RB)

FAN HEATER



1950, £95. HMV Cavendish electric fan heater. 1 or 2 kW switchable. Vintage bakelite and metal. Works perfectly, with spare fusible links. New cable fitted. Nottinghamshire. 01909 721464 (RB)

FLYING GOGGLES



1940, £65 inc post. Original, amber glass, with its stamped tin, look great with a Morgan. Cornwall. 01208 863590

POURING JUG



£10 incl UK p&p. Original half pint jug. Somerset. 01761 470607 (RB)

PRIVATE PLATE



£425. WAY 349S (reads WAY 3495). On retention, fees paid. Originally on 1978 MGB. Dorset. 01425 277276 (RB)

RAC TORQUAY RALLY PLAQUE



£45 post free. Competitor's original silver plated on brass grille badge. Essex. 07794 775973 (RB)

LITERATURE AND INFORMATION

CAR BROCHURES/BOOKS

EPOA. 1930s to present, 8,500 car brochures, from Alfa-Zastava + 900 hardback car books (worldwide), mint condition, will split. Lots of early Japanese 1950s-60s etc. Collector retired, space needed. Lincolnshire. 01205 365839

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MK7 FIESTA ST 10

Pumaspeed's demo car kicks out an impressive 300bhp!



RS1600i TURBO 20

CVH Turbo-powered Mk3 Escort RS...



RS500 TOURING CAR 30

Genuine Eggenberger-spec DTM Sierra...



FOCUS TRACK DUO 44

One ST, one RS, two awesome race-ready Focuses...



FIESTA SLEEPER 68

Standard-looking Mk3 Fiesta with a Zetec Turbo kick!



3 OF A KIND 84

This month we look at three of Ford's best sporty diesels

This is what the very first Mustang actually looked like!



FORDS YOU NEVER KNEW EXISTED



#69 MUSTANG I

Thought you knew what the first ever Mustang looked like? The classic Mustang Fastback of 1965, right? Err, wrong. In fact the Mustang name could be found on the back of a Ford some three years earlier – the Mustang I concept car.

Designed as a low cost sports car that would combine driveability, road practicality, performance, and a radical appearance the Mustang I was a small mid-engine, open-top, two-seater concept car debuted in 1962. The sleek body was made from aluminium, and was actually one single skin draped carefully over a space frame chassis. In order to add rigidity the designers had to incorporate the seats into the body, meaning they were in a fixed position. This meant an adjustable steering column and adjustable pedals were needed.

The body also included a race-style windscreen and integral roll-over bar, although looking at some of the images of the car in action it would appear the driver's head was above the roll bar!

Under the bonnet, or actually behind the driver as the Mustang I is mid-engined, lurked a 1500cc V4 engine from the German-spec Ford Cardinal. In road trim the engine produced 89bhp, but in race spec power was increased to 109bhp. That was hooked up to a four-speed transaxle that powered the rear wheels.

Two prototypes were built, a road-going version and a race-spec car. The Mustang I was unveiled to the public in 1962 at the USA Grand Prix at Watkins Glen. To show how capable the car was, US racing legend Dan Gurney took the race-spec car out for a few laps of the track, where

his lap times were reportedly only a few seconds off the pace of the F1 cars!

Despite this, several studies and focus groups lead Ford to believe that Mustang I would have limited appeal to the car-buying public, so a second concept was soon designed. The resulting Mustang II concept is a much closer relative to the first generation Mustang that eventually made it into production in 1964, based on the same Ford Falcon four-seat platform and with the same V8 engine.

Incidentally, it's the Mustang I we have to thank for the name that has become so synonymous with muscle cars over the years. Ford's Lead Designer for the Mustang I project (also called the T-5 project), John Najjar Ferzely was a huge aviation enthusiast and saw design similarities between the Mustang I concept and the P-51 Mustang fighter plane, so campaigned to get the concept so called. He was successful, the Mustang tag struck a chord with the Ford bosses, and the name stuck.

One of the Mustang I concepts was hidden away in storage for years, until in 1967 Ford executives discovered its remains and commissioned its restoration. It was donated to the Henry Ford Museum and officially became part of the collection in 1982, and it's still there to this day.



The sleek aluminium body was draped over a space frame chassis

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